

McKinley Park Neighborhood Plan

DRAFT Existing Conditions Report

May 2019

DRAFT

Acknowledgements

This Existing Conditions Report for the McKinley Park Neighborhood Plan is the cumulative effort of many individuals, including residents and stakeholders who participated in surveys, public meetings, and workshops, as well as provided time and expertise to identify community values and priorities, planning issues, and policies to help successfully complete this report. The project partners would like to thank all of the people who worked with the project team to identify and address the specific challenges and opportunities that will impact the future of McKinley Park.

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Executive Summary

McKinley Park is a working-class neighborhood on Chicago's southwest side. Its proximity to multimodal transportation options, parks and open space, as well as employment centers bolsters its potential as a desirable location for residential and commercial investment. However, like many other Chicago neighborhoods, McKinley Park faces housing affordability challenges, disinvested corridors, and unattractive vacancies.

About the Neighborhood Plan

McKinley Park has not had its own plan to guide development in ways that align with community priorities. The McKinley Park Neighborhood Plan will establish a shared vision of the community's desired physical environment and outline the process by which the community can realize that vision. The neighborhood plan will serve as a guide for elected officials, city staff, residents, business owners, potential investors, and public agencies, allowing each to make informed decisions about community development that affects land use, transportation, infrastructure, and capital improvements in McKinley Park. In addition to serving as a framework for future reinvestment and development in the community, the plan will explore and promote new opportunities that reflect changes in the community and the surrounding socioeconomic landscape.

The Existing Conditions Report (ECR) documents eight months of research, analysis, and outreach activities. It is an overview of the current conditions in the study area, and will be used as a tool to provide direction for the recommendations in the final neighborhood plan.

Community Engagement

To-date, more than 672 residents and stakeholders have contributed their input to the neighborhood plan. The outreach process has included meetings with the steering committee, confidential interviews with key community leaders, a public kick-off meeting, a focus group with property owners and local businesses, an online survey and social media campaign, as well as other targeted outreach activities.

The engagement process has highlighted a number of recurring themes that include a need to maintain a variety of housing options, commercial corridors revitalization, a shared community vision for the Central Manufacturing District (CMD), and active transportation investments. Most participants expressed a desire to maintain the industrial heritage of the neighborhood but had also expressed health and nuisance concerns related to those uses. The new asphalt plant rose as a major concern related to environmental quality and highlighted the need for improved transparency in the development approval process. The community envisions a new direction for industrial uses and sees public engagement in the development process essential to realizing that vision.

Longtime residents reported their desire to preserve the close-knit and diverse culture that exists in their community. Gentrification and displacement were identified as a priority concern with the need to maintain housing affordability. Stakeholders mentioned the need to support local businesses, particularly along 35th Street, and prioritize economic development along main commercial corridors.

Safety for those walking and biking in the neighborhood is a primary concern, particularly along high traffic corridors like Archer Avenue. Many people would like see designated bike lanes and trails for

active transportation, as well streetscape improvements for pedestrians. Community-based programming for all ages was also a key priority for many residents.

Key Findings

- *Diversity.* Residents value the diversity of the community. Over the last decade, McKinley Park has experienced a significant increase in its Asian and Latino population. To maintain the neighborhood's ethnic diversity, preserving a wide range of housing options for various income levels is desired.
- *Reinvestment.* Adding new residential units and rehabilitating older structures to provide additional housing will strengthen the community and help spur economic development along Archer Avenue, Ashland Avenue, and 35th Street. Recommendations in the neighborhood plan will focus on ways to promote equitable mixed-used development, with a focus on areas with access to transit and amenities.
- *Mobility.* Residents want more walking destinations and a safer walking environment. Research in this report and commentary by stakeholders has identified a number of challenges in the pedestrian network. The recommendations in the plan will identify missing connections and infrastructure improvements so that pedestrians, bicyclist, commuters, and drivers can easily get around.
- *Modernize.* McKinley Park has historic ties to manufacturing and maintains a significant number of manufacturing and industrial uses. While the CMD has had a long presence and remains a strong economic asset, residents are concerned about the close proximity of industrial uses to residential areas. Targeting sustainable renewal projects, like the city's participation in the C40 Reinventing Cities competition, will help maintain jobs locally and ensure the health and well-being of residents.
- *Resilience.* One-inch rain events typically yield ten million gallons of runoff per block in McKinley Park, particularly along Archer Avenue and the industrial districts. The frequency and intensity of large storms is expected to increase in the future, which will continue to put the community at risk. The plan will explore ways to achieving resilience, which require making infrastructure, natural systems, and social structures more durable.

Looking Forward

McKinley Park's location and strong sense of community makes it ideal for residents and businesses alike. The strategies to be developed in the neighborhood plan aim to improve the vitality and mobility of the community, while also ensuring safety and resilience for everyone in McKinley Park. The ECR is an interim document that will be presented to the McKinley Park Development Council (MPDC), the Steering Committee, and the public for review and discussion. The next step in the planning process will be for the community to develop a shared vision for the study area. Based on the results from the next phase of outreach and the existing conditions analysis, MPDC, in partnership with the Chicago Metropolitan Agency for Planning (CMAP) and the Chicago Department of Planning and Development (DPD), will draft plan recommendations.

Section 1. Introduction

Through CMAP's Local Technical Assistance (LTA) program, MPDC is developing a neighborhood plan for the McKinley Park community area. CMAP, in partnership with DPD and the Center for Neighborhood Technology (CNT), will provide staff assistance to complete this process.

What is a Neighborhood Plan?

A neighborhood plan establishes a 10 to 15 year vision of a community and outlines the process by which the community can realize that vision. In addition to serving as a framework for future reinvestment and redevelopment in the community, the plan seeks to explore and promote new opportunities that reflect changes in the community and the surrounding socioeconomic landscape.

The neighborhood plan will serve as a guide for elected officials, city staff, residents, business owners, potential investors, and public agencies, allowing each to make informed decisions about community development that affects land use, transportation, infrastructure, and capital improvements within the McKinley Park community. This plan should be considered flexible and able to adapt with change. At any time, the plan can be updated to better match shifting local needs, interests, and opportunities. It is recommended that the plan be reviewed every 5 to 7 years to ensure the document remains relevant.

Purpose of the Existing Conditions Report

An accurate understanding of the study area's existing conditions is necessary to develop an appropriate and effective plan that addresses current and future concerns. This ECR – representing a synthesis of research, analysis, and public outreach activities – provides an overview of current conditions in the area. This report is designed to provide a collaborative starting point from which to move forward with the community in developing a shared vision for the McKinley Park community. The ECR is organized into the following sections:

Section 1: **Introduction** describes the purpose of the neighborhood plan and the process utilized to create the plan.

Section 2: **Community Profile** offers a brief summary of the neighborhood's general structure and assets, including regional context and governance, land use, population and housing, economic development, natural environment, and transportation.

Section 3: **Outreach To-Date** summarizes the results of outreach efforts in the planning process and highlights key themes identified by residents and stakeholders.

Section 4: **Neighborhood Diversity** analyzes existing demographic trends and reinforces the community's desire to remain affordable, and market the neighborhood's diversity as an asset to attract visitors, customers, residents, and future investment.

Section 5: **Threats to Housing Affordability, Choices, and Quality** highlights the importance of maintaining a wide variety of housing options in order to preserve the neighborhood's diversity.

Section 6: **Equitable Transit Oriented Development** evaluates future development opportunities around areas with excellent access to transit as ways to strengthen community vitality and spur economic development while mitigating displacement of local residents.

Section 7: **Potential of Commercial Corridors** examines key economic and market indicators to inform business and property owners' needs, and ways to improve the appearance of the corridors.

Section 8: **Innovate the Central Manufacturing District** recognizes the need to modernize the CMD to increase the health, wellbeing, and economic opportunities of residents.

Section 9: **River, Parks, and Open Space** highlights McKinley Park's natural amenities as its greatest asset to preserve and enhance to offer more recreational and educational opportunities for residents and visitors.

Section 10: **Stormwater** supports the need to build resilient communities into public policy, planning, and infrastructure.

McKinley Park's need for a Neighborhood Plan

McKinley Park is a working-class neighborhood located on Chicago's southwest side. Throughout its long history, McKinley Park has served as an important job center with significant portions of its land designated for industrial activity. Its strong transportation network and proximity to the South Branch of the Chicago River speak to the neighborhood's history as a thriving industrial center. Today, McKinley Park's location continues to play an important role. Its proximity to multimodal transportation options, parks and open space, as well as regional economic centers bolster its potential as a desirable location for residential and commercial investment. However, like many neighborhoods in Chicago, McKinley Park faces the uncertainty of housing affordability and options, disinvested corridors, and unattractive vacancies.

McKinley Park has not had its own plan to guide development in ways that align with community priorities. The neighborhood plan will help establish a unified vision of what the community aspires to be and provide a roadmap to achieve that vision. This vision of what could be is what inspired MPDC to produce a neighborhood plan that builds upon the community's valuable assets, as well as past and current planning efforts, to complement and continue these endeavors.

The McKinley Park community will be the focus of the plan, but the plan will also acknowledge planning activities in adjacent communities, including Pilsen, Bridgeport, Back of the Yards, and Brighton Park. Key areas of emphases for the plan include, but are not limited to equitable transit oriented development, revitalization of commercial corridors, the CMD, as well as climate resilience.

McKinley Park and the ON TO 2050 Regional Plan

As part of the Chicago region, the neighborhood of McKinley Park and the larger City of Chicago influence and are influenced by the region. Local autonomy over land use decisions requires communities to take responsibility for how those decisions shape a community's livability, as well as impacts on neighboring communities and the region as a whole. The cumulative choices of Chicago and 284 other municipalities and seven counties determine quality of life and economic prosperity across our region.

Adopted in October 2018, the ON TO 2050 regional plan presents a collective vision for the future of the Chicago region and identifies steps for stakeholders across the region to take in order to achieve that vision. ON TO 2050 focuses on the need to grow our economy through opportunity for all (Inclusive Growth), prepare for rapid changes (Resilience), and carefully target resources to maximize benefit (Prioritized Investment). The plan guides transportation investments and frames regional priorities on development, the environment, the economy, and other issues affecting quality of life.

Other Relevant Plans & Studies

In creating the ECR, a number of existing plans and studies have been reviewed. These documents were created by a variety of organizations including the City of Chicago, CMAP, and other organizations. While all documents have been reviewed, not all are summarized in this document or directly referenced in the ECR. Where appropriate, individual plans and studies have been noted in the narrative when directly relevant to a particular topic. Relevant data and concepts have also been collected from previous plans and studies and inserted or cited into this report. The following plans and studies were included in this review.

Housing

- City of Chicago, One Chicago: Housing Strategies for a Thriving City, Five Year Housing Plan, 2019-2023.
- City of Chicago, Bouncing Back: Five-Year Housing Plan 2014 – 2018.
- City of Chicago, Accepting the Challenge: Five Year Affordable Housing Plan for 2009 – 2013.
- Chicago Housing Authority, Plan Forward: Communities That Work, 2013.

Economic Development

- City of Chicago, Chicago Sustainable Industries: A Business Plan for Manufacturing, 2013.
- World Business Chicago, A Plan for Economic Growth and Jobs, 2012.
- City of Chicago, Chicago Sustainable Industries, 2011.
- City of Chicago, Chicago Railroad Economic Opportunities Plan, 2011.

Community Facilities

- City of Chicago, Healthy Chicago 2.0, 2016.
- Project Nia, Juvenile Justice in Illinois: A Data Snapshot, 2014.
- City of Chicago, A Recipe for Healthy Places, 2013.
- City of Chicago, Citywide Retail Market Analysis, 2013.
- City of Chicago, Cultural Plan, 2012.

Transportation

- Cook County, Connecting Cook County: 2040 Long Range Transportation Plan, 2016.
- City of Chicago, Complete Streets Design Guidelines, 2013.
- City of Chicago, Sustainable Urban Infrastructure Guidelines, 2013.
- Chicago Transit Authority, Transit Friendly Development Guide: Station Area Typology, 2009.

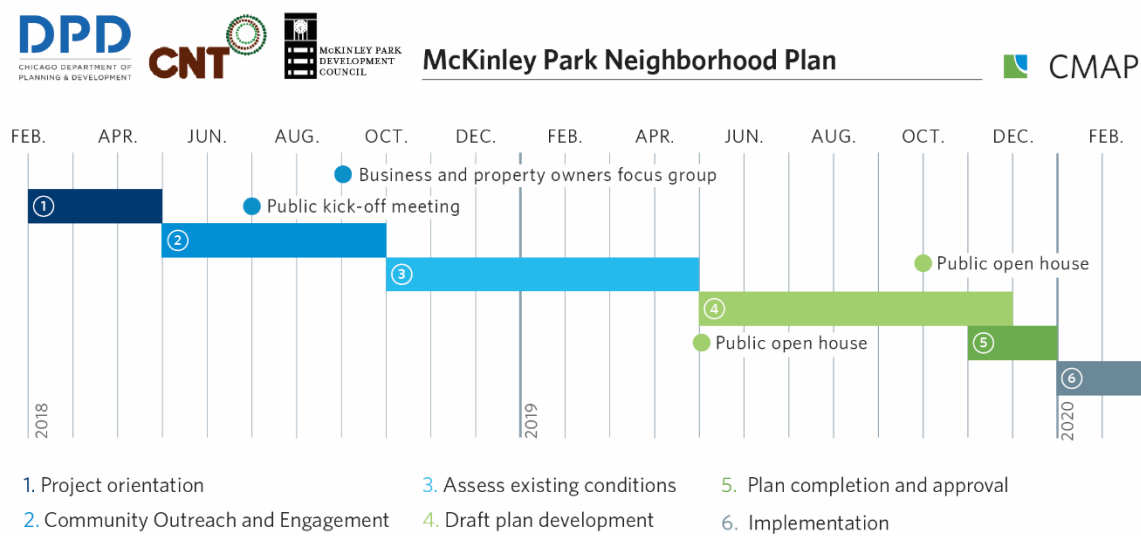
Environment

- Chicago River Design Guidelines, 2019.
- U.S. Army Corps of Engineers, Bubbly Creek Ecosystem Restoration Feasibility Study, 2015.
- Chicago River Corridor Development Plan, 1999.
- Chicago CitySpace Plan, 1998.

Planning Process

The McKinley Park Neighborhood Plan will be the result of a multi-step planning process primarily comprising extensive community outreach, visioning, and drafting of plan recommendations. The process is expected to last approximately 18-24 months. This planning process has been crafted with assistance from MPDC, DPD, and CNT, and has been designed to include residents, stakeholder, and business owner input throughout. Key steps in the planning process are illustrated in Figure 1.1.

Figure 1.1 Project Timeline



Next Steps

The ECR is an interim document that will be presented to MPDC, the Steering Committee, and the public for review and discussion. The next step in the planning process will be for the community to develop a shared vision for the study area. CMAP and MPDC will conduct a visioning workshop with neighborhood residents, business owners, and elected officials to gather additional input on desired outcomes and establish a vision that builds on the understanding of issues and opportunities facing the area provided by the ECR. The results of the public workshop and the information compiled in the report will guide the development of the McKinley Park Neighborhood Plan and its recommendations.

Section 2. Community Profile

MPDC is leading a process to develop a neighborhood plan that builds upon McKinley Park's assets and complements past and current planning efforts. This plan will outline the community's vision for the future of McKinley Park, pinpoint the issues and opportunities that need to be addressed to achieve that vision, and identify strategies to address those issues and opportunities in the community.

Having an accurate understanding of the existing conditions of the community is necessary to develop an effective plan. This section provides an overview of the current conditions in McKinley Park and is designed to provide an agreed upon starting point by which to move forward and create a shared vision. Crafted with assistance from MPDC, the planning process will last approximately 18-24 months and is designed to include input from residents, businesses, and other stakeholders throughout.

Figure 2.1 McKinley Park Study Area and Regional Context

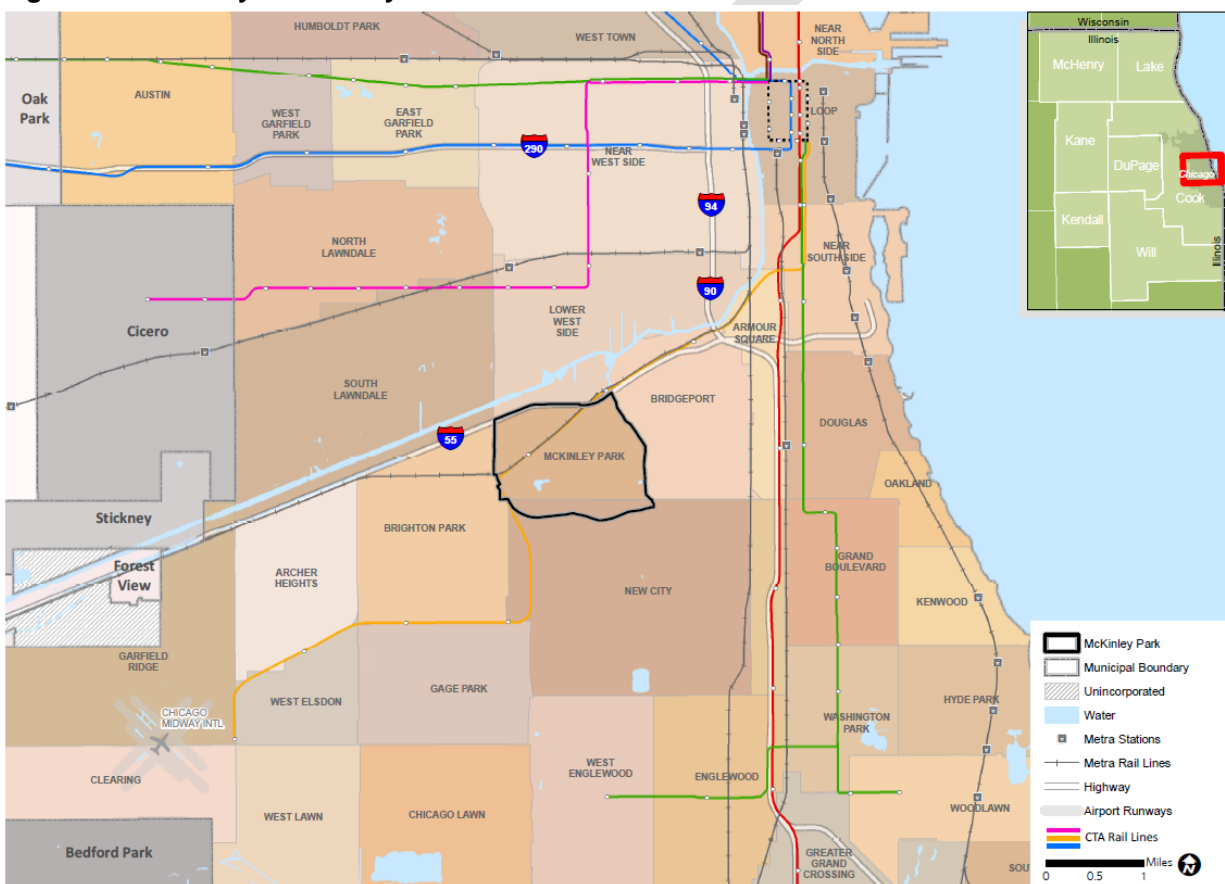


Source: Chicago Metropolitan Agency for Planning, 2018

Regional Context and Governance

Located in Cook County, on the southwest side of the City of Chicago, McKinley Park is less than five miles from Chicago's Loop. Neighboring communities include Bridgeport, Back of the Yards, Brighton Park, South Lawndale, and Lower West Side. The Stevenson Expressway (I-55) is north of McKinley Park, connecting the western suburbs to the Chicago Loop. The planning area boundaries are defined by the McKinley Park Chicago community area, with the exception of its south boundary, which is extended south to the rail corridor to include the CMD (see Figure 2.1). It includes two CTA Orange Line stations that serve the neighborhood, three main commercial corridors: the Archer Avenue, Ashland Avenue, and 35th Street Commercial Corridors, and the South Branch of the Chicago River.

Figure 2.2 McKinley Park Study Area Context



Source: Chicago Metropolitan Agency for Planning, 2018

Understanding the governmental structure within McKinley Park will allow plan recommendations to be crafted and tailored to the appropriate partners and implementers. As in all Chicago neighborhoods, many city services and investments are coordinated by local aldermen. The planning area is contained almost entirely within the 12th Ward, which is represented by Alderman George A. Cardenas. A small portion of McKinley Park is also located in the 11th Ward (Alderman Patrick D. Thomson). Alderman Cardena's office is located in the study area at 3476 S. Archer Avenue.

The Chicago Police Department serves the neighborhood through its 9th district, located at 3120 S. Halsted Street. Fire protection is provided through the Chicago Fire Department. Engine Company 39 is

located within the study area at 33rd Place and Ashland Avenue. Additional fire services are provided by a Special Operations Division located in the CMD at 3918 S. Honore Street.

Residents in McKinley Park have access to an array of amenities, including those provided by the Chicago Park District and the McKinley Park Branch of the Chicago Public Library. The library provides an array of resources and services, with community space and programs for all ages. Additionally, the library features Chinese-language and Spanish-language materials and a “Citizens Corner” that offers English as a Second Language classes, citizenship workshops and a wide selection of materials on immigration and U.S. citizenship. Information about amenities and services provided by the Chicago Park District is available in Section 9 of this report.

McKinley Park has four public, two charter, and three private schools. Five colleges and universities are near McKinley Park, including the Arturo Velazquez Westside Technical Institute, Rush Medical College, Illinois Institute of Technology, and the University of Illinois at Chicago.

Cook County Board of Commissioners

The Cook County Board of Commissioners is the governing board and legislative body of the county. It is composed of 17 Commissioners, elected from single member districts to four-year terms. Each district represents approximately 300,000 residents. The Board of Commissioners is responsible for the management of the affairs of Cook County. McKinley Park is located in Cook’s 7th District and is represented by Commissioner Alma E. Anaya. Commissioner Anaya’s offices are located at 3520 S. Archer Avenue.

Land Use

Livable communities depend on a mix of land uses that provide the homes, jobs and businesses, civic institutions, and open space that are essential for daily living. An assessment of the existing land use pattern in McKinley Park provides a foundational understanding of what is in the community now and how that could change in the future (Figure 2.3 and Table 2.1).

The largest portion of the land area in McKinley Park is devoted to residential dwellings (28.2 percent), nearly evenly split between single-family homes (14.7 percent) and multi-family uses (13.5 percent). Single-family and multi-family housing intermixes throughout the community with most multi-family development consisting of two story buildings. Mixed-used properties containing residential units, typically on the second floor, constitute 1.3 percent of the land use and are generally located along 35th Street and Archer Avenue, and in the southeastern portion of the community.

The second largest portion (26.6 percent) of the total land area in the study area is dedicated to industrial uses. These land uses include the historic CMD and two Planned Manufacturing Districts (PMDs), which are found along the south and east borders of McKinley Park, near major railroads and the South Branch of the Chicago River. Significant industrial uses are also located on the north border of the community near I-55.

Commercial development in McKinley Park is concentrated along major corridors —Archer Avenue, 35th Street, and Ashland Avenue. As the most prominent arterial in the study area, Archer Avenue provides the majority of this commercial land, with nearly 53 acres of commercial property directly adjacent to it.

Institutional uses are generally distributed throughout the community and include large city-owned properties located in the CMD and the southeastern portion of the study area. Existing transportation, communications, and utility uses make up 11.6 percent of the land and include transit stations and rail lines, as well as public streets and sidewalks. Open space makes up nine percent of McKinley Park's total land area. The majority of the open space is located within the 69-acre McKinley Park and the Western boulevard system, which are maintained by the Chicago Park District. More information about Parks and Open Space is available in Section 9 of this report.

Zoning and other development regulations play an important role in determining the form and character of existing and future development. Updating development regulations to be consistent with a community's land use vision is often a critical step to implementing a neighborhood plan.

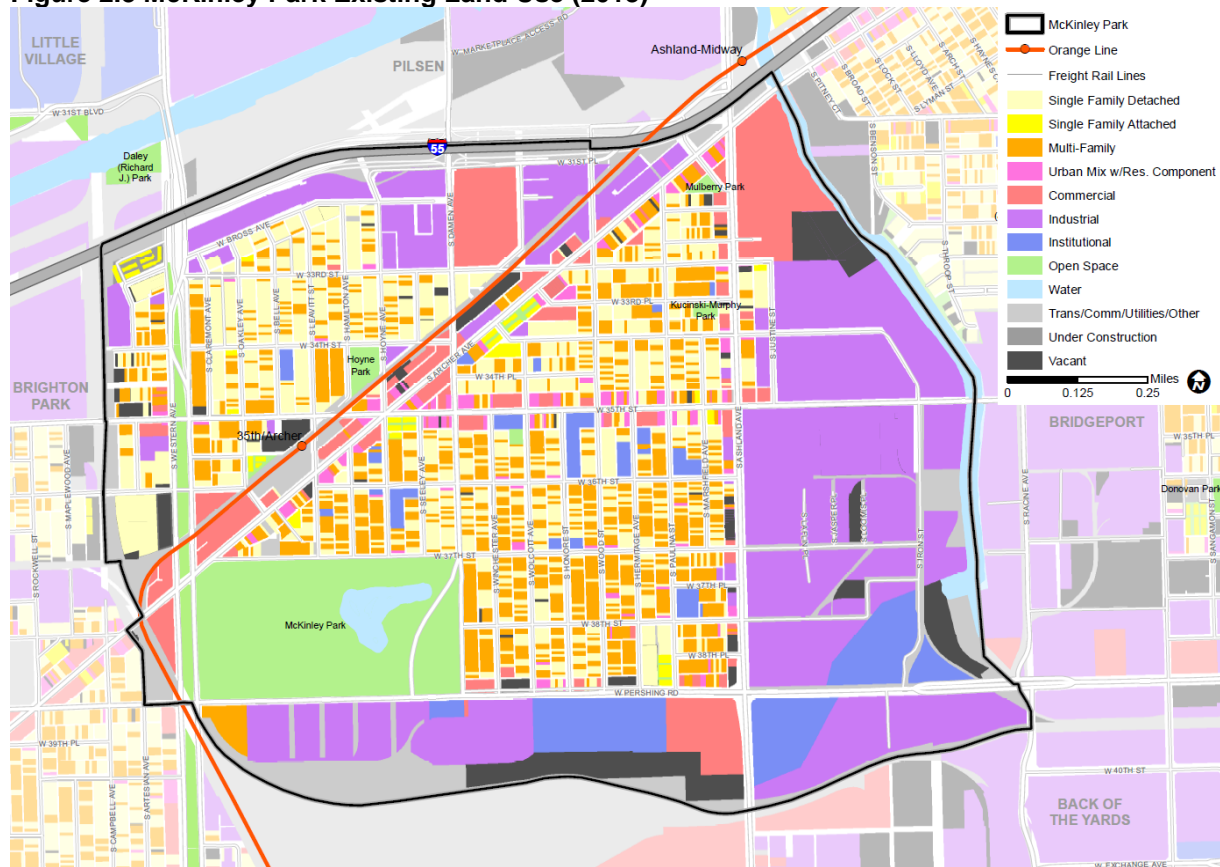
Table 2.1 McKinley Park Study Area Existing Land Use, 2013

Land Use	Acres	Percent
Single-Family Residential	120.14	14.7
Multi-Family Residential	110.53	13.5
Commercial	71.79	8.8
Mixed Use	11.82	1.4
Industrial	217.43	26.6
Institutional	50.47	6.2
Transportation/Communications/Utility	94.73	11.6
Open Space	75.08	9.2
Water	10.3	1.3
Vacant	53.81	6.6
Total	816.1	100

Source: CMAP 2013 Land Use Inventory

*Includes updates based on May 2018 field reconnaissance.

Figure 2.3 McKinley Park Existing Land Use (2013)



Source: Chicago Metropolitan Agency for Planning, 2018.

Demographics

Understanding the composition of the community and demographic trends will help local organizations and community stakeholders respond to the needs of its existing residents as well as prepare for potential changes. The demographics of the larger Chicago region are expected to shift substantially over the next three decades; similar changes are anticipated in the McKinley Park community.

After experiencing significant population decline for most of the twentieth century, McKinley Park grew sharply in the 1980s and 90s, before stabilizing since that time.

On average, McKinley Park's families are larger and its population is younger than elsewhere in the Region and Chicago. The average household size in McKinley Park was 3.1 individuals in 2016 which is approximately 21 percent larger than that of Chicago or the region (see Table 2.2). Similarly, 27.5 percent of the McKinley Park 2016 population was under 19 years of age compared to just 24.5 percent and 26.4 percent in Chicago and the Region respectively.

Table 2.2 Population and Households, 2000 - 2016

	McKinley Park	Chicago	CMAP Region
Population, 2016	16,064	2,714,017	8,501,507
Population, 2000	15,962	2,896,016	8,146,264
% Population Change, 2000-16	0.6	-6.3	4.4
Average Household Size, 2016	3.1	2.5	2.7
Median Income, 2016	\$43,496	\$50,434	\$65,174

Source: CMAP analysis of the 2000 U.S. Decennial Census data and American Community Survey five year estimates for 2012-2016.

Table 2.3 Age Cohorts and Median Age, 2016

	McKinley Park		Chicago	CMAP Region
	Count	Percent	Percent	Percent
Youth (under 19 years)	4,424	27.5	24.5	26.4
Adults (20 to 64 years)	10,016	62.3	64.2	60.9
Older Adults (65 years and over)	1,624	10.0	11.2	12.6
Median Age*	33.4		33.9	36.7

Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

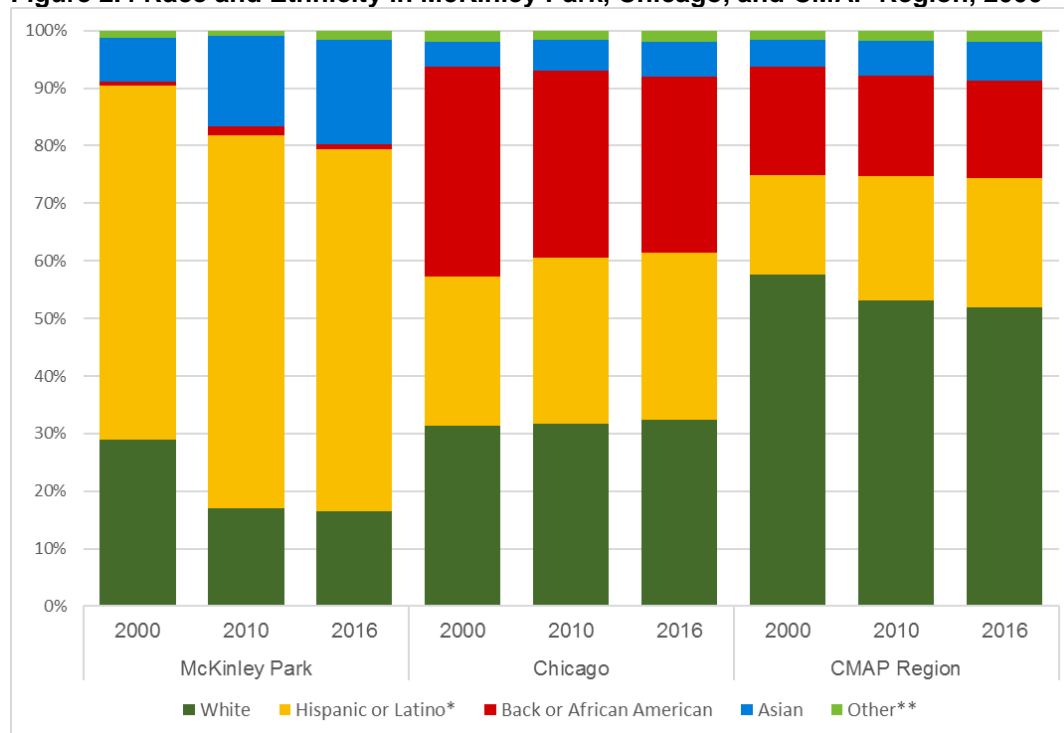
*Note that all CCA & regional medians were estimated using grouped frequency distributions.

Race and Ethnicity

Self-reported data on race and ethnicity indicates that the study area features relatively large populations of Latino and Asian residents. In 2016, the study area's racial and ethnic composition included a mix of 62.8 percent Latino, 18.2 percent Asian, 16.6 percent White, and 0.9 percent African American. This racial composition differs from that of the city, as well as that of the region.

Between 2000 and 2016, the White population of the study area decreased from 4,607 to 2,660 (or 42.3 percent). During this same period, the Black or African American population decreased by 25 percent. Meanwhile, the Latino/Hispanic population increased slightly by 2.8 percent while the Asian population increased significantly by 140.8 percent.

Figure 2.4 Race and Ethnicity in McKinley Park, Chicago, and CMAP Region, 2000 - 2016



Source: CMAP analysis of U.S. Decennial Census data 2000, 2010, and American Community Survey five year estimates for 2012-2016.

Table 2.4 Race and Ethnicity by Select Community Areas, 2016

	McKinley Park	Bridgeport	New City	Brighton Park	South Lawndale	Lower West Side
White	16.6%	33.4%	12.1%	6.3%	3.4%	15.0%
Hispanic or Latino*	62.8%	24.9%	61.5%	84.7%	84.0%	77.9%
Black or African American	0.9%	2.6%	23.1%	1.0%	11.9%	3.8%
Asian	18.2%	37.2%	2.4%	7.4%	0.3%	2.2%
Other**	1.5%	1.9%	1.0%	0.6%	0.4%	1.1%

Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

* Includes Hispanic or Latino residents of any race.

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races.

Ancestry and Language

The neighborhood's vast racial and ethnic diversity is evident in the wide range of languages spoken in McKinley Park and the many different countries of origin among foreign-born residents. Spanish is the most common non-English language, reflecting the large numbers of immigrants from Latin America. Many Asian and European languages are also spoken in the area, including Chinese, Polish, and Korean. The extent and importance of the neighborhood's cultural and linguistic diversity is discussed in greater depth in Section 4.

Housing

A balanced housing supply helps to ensure that households of all income and age groups have access to the assets in McKinley Park and the larger Chicago region. A mix of housing types is needed to allow residents to age in place and provide homes for members of the community as their housing needs change. Understanding the current housing supply as well as potential future demand will help McKinley Park develop a balanced mix of housing that serves current and future populations and enhances livability.

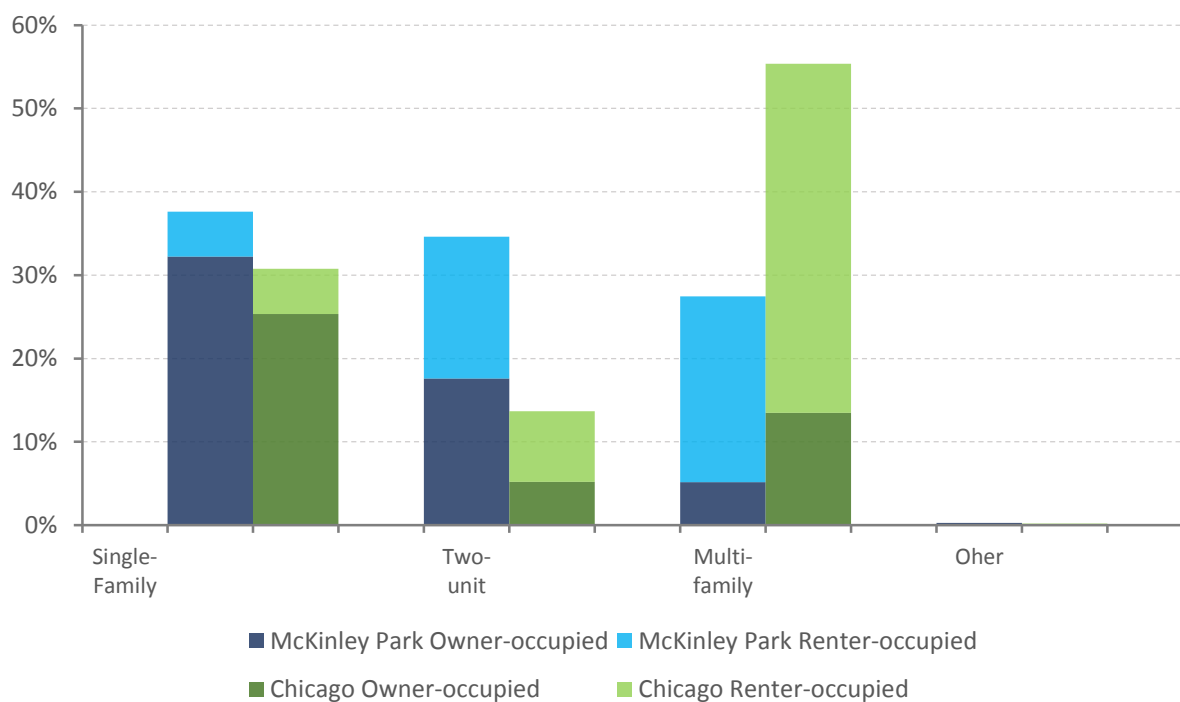
Approximately 72 percent of housing units in McKinley Park are single-family or two-flat multi-family compared to 44.4 percent in the City of Chicago (see Table 2.5). The study area has a larger share of owner-occupied than the city as a whole, approximately 55.3 percent of households are owner-occupied and 44.7 percent are renter-occupied. The opposite is true for Chicago where 44 percent of households are owner-occupied and 56 percent are renter occupied. McKinley Park has more households in the middle-income brackets than the City of Chicago (see Figure 2.5). The proportion of owner-occupied units is also higher than in Chicago in every income bracket except for those households making more than \$150,000 a year, see Figure 2.6. Renter-occupied units are slightly similar in proportion (33.8 percent) in these lower income brackets compared to Chicago (35.4 percent).

Table 2.5 Housing Type (Units) by Community Area, 2016

	McKinley Park		Bridgeport	New City	Brighton Park	South Lawndale	Lower West Side
	Count	Pct.	Pct.	Pct.	Pct.	Pct.	Pct.
Single-family	2,032	36.3%	30.6%	25.1%	25.5%	19.8%	13.5%
Two units	2,011	36.0%	24.7%	39.4%	46.4%	37.8%	25.2%
Multi-family 3 - 4 Units	923	16.5%	28.5%	26.2%	24.9%	28.8%	32.0%
Multi-family 5+ units	610	10.9%	16.1%	9.1%	2.9%	13.3%	29.2%

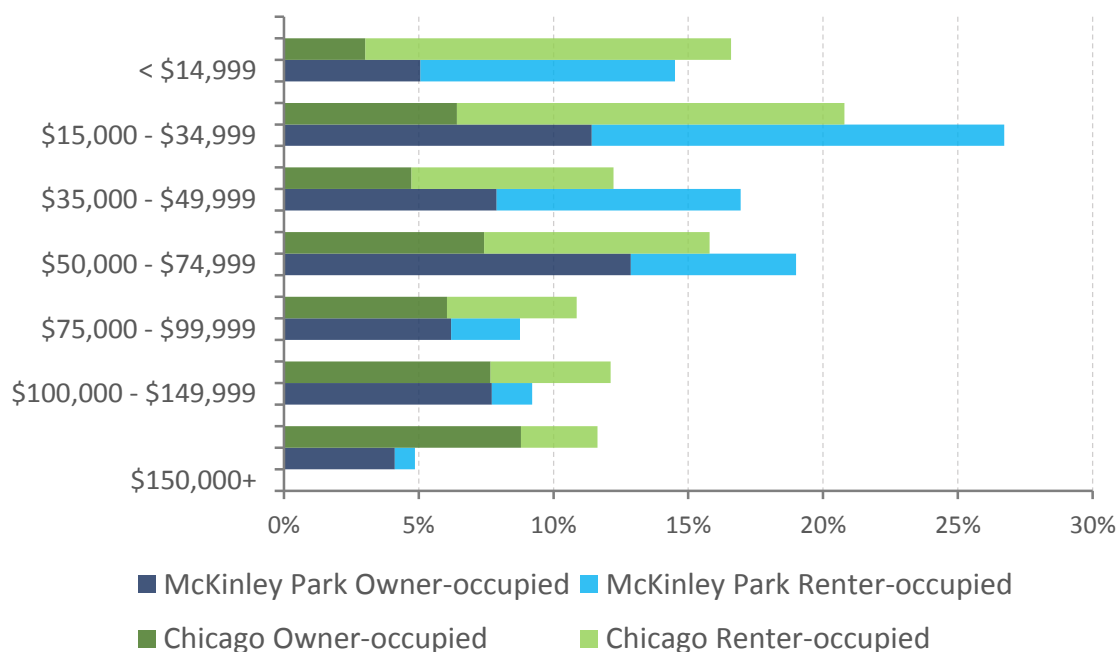
Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

Figure 2.5 Housing Type by Owner/Renter in McKinley Park and Chicago, 2016



Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

Figure 2.6 Owner/Renter by Household Income in McKinley Park and Chicago, 2016



Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

Economic Development

In order to prosper economically and sustain a high quality of life, McKinley Park and the Chicago region need to maintain a diversity of business types, a skilled workforce, and modern infrastructure. Industrial, retail, and office development in McKinley Park are influenced by trends within the community, but also the larger sub-regional and regional markets for each sector. This section provides an overview of this larger economic development context to ensure McKinley Park stakeholders move forward with a plan that reflects market realities.

Employment

According to 2015 data from the Longitudinal Employer-Household Dynamics (LEHD) – a program of the Center for Economic Studies at the U.S. Census Bureau – nearly 5,109 people work in the study area, which was a 15.3 percent decrease from 2005. The largest employment sectors in the study area were administration and support with 1,486 jobs, and wholesale trade with 829 jobs. Historically an industrial hub, manufacturing, transportation and warehousing businesses provide 18.6 percent of jobs.

The fastest growing job sector in the community was educational services (which grew by 1200 percent), followed by professional services (+204.8 percent), and wholesale trade (+68.2 percent). However, some sectors saw significant declines between 2005 and 2015; manufacturing employment, for example, declined from 2,352 to 566 jobs.

According to the 2016 American Community Survey five-year estimates, residents of McKinley Park had an unemployment rate of 12.5 percent, which is higher than the rates experienced citywide (10.9 percent) and region wide (8.4 percent).

Table 2.6 Employment (Primary Jobs) in McKinley Park, 2005-2015

	McKinley Park	Chicago	CMAP Region
Employment, 2005	6,029	1,068,416	3,476,153
Employment, 2015	5,109	1,234,954	3,788,375
Change, 2005-15	-920	166,538	312,222
Change as %, 2005-15	-15.3%	15.6%	9.0%

Source: CMAP analysis of Longitudinal Employer-Household Dynamics, U.S. Census

Table 2.7 Total Employment in the Community and of Residents, 2015

EMPLOYMENT IN THE COMMUNITY			EMPLOYMENT OF RESIDENTS		
By Top Ten Industry Sector	Count	Pct.	By Top Ten Industry Sector	Count	Pct.
Administration & Support	1,486	29.1 %	Accommodation & Food Services	730	12.9%
Wholesale Trade	829	16.2 %	Health Care & Social Assistance	615	10.8%
Retail Trade	738	14.4 %	Manufacturing	613	10.8%
Manufacturing	566	11.1 %	Administration & Support	566	10.0%
Transportation and Warehousing	383	7.5%	Retail Trade	529	9.3%
Accommodation & Food Services	340	6.7%	Educational Services	448	7.9%
Finance and Insurance	171	3.3%	Professional Services	399	7.0%
Professional Services	128	2.5%	Wholesale Trade	306	5.4%
Construction	127	2.5%	Finance and Insurance	279	4.9%
Other Services	109	2.1%	Transportation & Warehousing	245	4.3%

Source: Longitudinal Employer-Household Dynamics, U.S. Census, 2015.

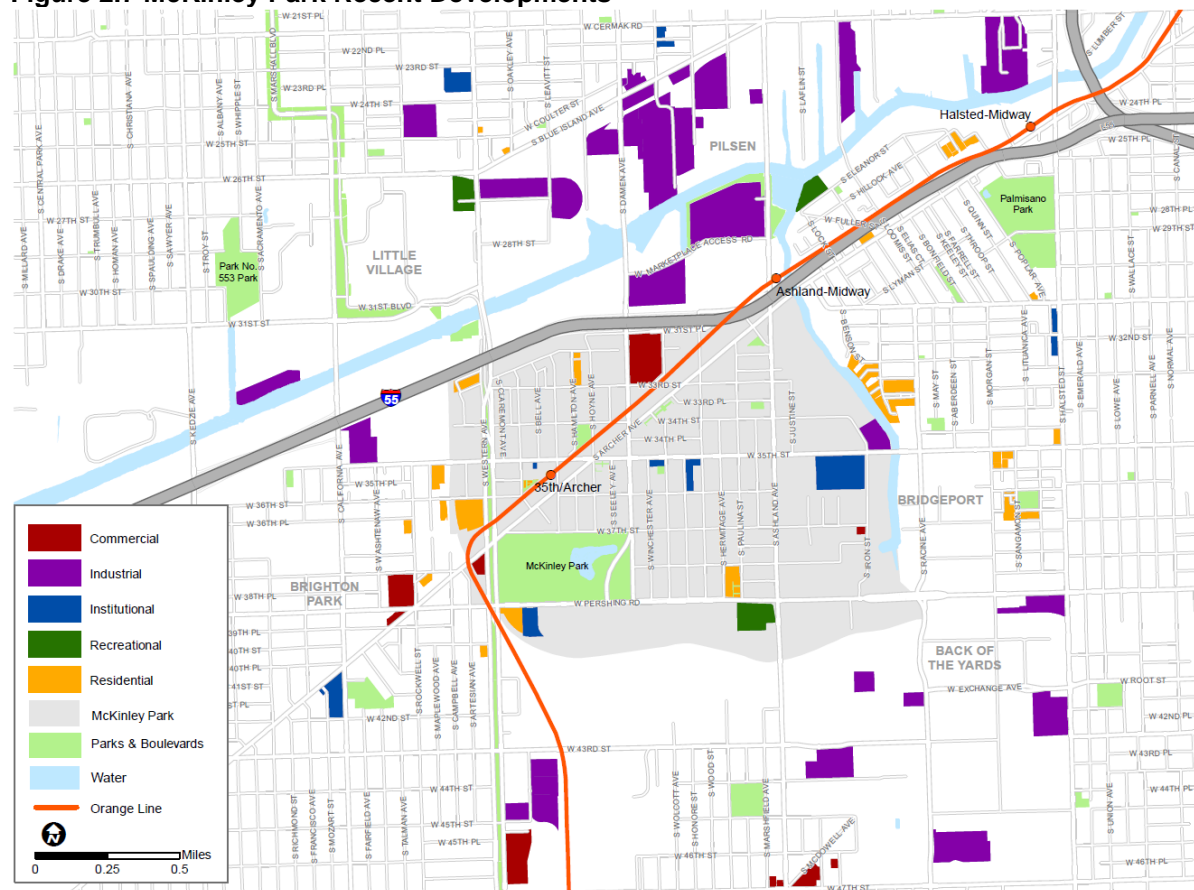
Commercial and Industrial Property

Industrial buildings are primarily located along Pershing Road, Ashland Avenue (to the river), and on 33rd Street to the I-55. Office buildings are concentrated at the intersection of 35th Street and Archer Avenue. Retail buildings are located along a “commercial triangle” composed of Archer Avenue, 35th Street, and Ashland Avenue. Please see Section 8 for a detailed analysis of commercial and industrial properties in the study area.

Recent Developments

Since 2000, McKinley Park has seen several developments that have ranged in location and use, mostly residential, institutional, and manufacturing. Many of the new industrial projects are located along the Chicago River and rail lines. Completed in 2015, ComEd’s Chicago Training Center is the largest McKinley Park development in the last 17 years. New residential developments include the addition of 3211 S. Hamilton, Oakley Terrace, McKinley Park Lofts, and McKinley Gardens. The only major commercial development has been the Target at 31st Street and Damen Avenue, completed over a decade ago.

Figure 2.7 McKinley Park Recent Developments



Source: Chicago Metropolitan Agency for Planning, 2018.

Municipal Revenue and Real Estate

Ideally, local development decisions should make effective use of land, generate good jobs, and trigger sustainable economic development. To achieve this, local revenue streams must sustain public services and infrastructure investments that attract and retain both residents and businesses. When making decisions regarding the types and balance of revenue that will be used to fund public services, communities must also consider other issues such as quality of life, community, and economic development needs.

While Equalized Assessed Value (EAV) data reflect the residential character of McKinley Park, they also highlight the community as an employment destination anchored by the industrial corridor that runs along the eastern and southern edges of the community.

McKinley Park's revenue stream is primarily derived from its residential properties which account for nearly 60 percent of the estimated EAV. Commercial and Industrial properties almost make up the rest of the EAV with 18 and 19 percent, respectively (Table 2.9). Unlike the City of Chicago, McKinley Park's industrial properties make-up a substantial part of its EAV mix.

Table 2.8 Estimated Equalized Assessed Value (EAV) by Property Type, 2015

Property Type	McKinley Park*		Chicago
	Estimated EAV	Percent	Percent
Residential EAV	68,913,780	57.9	61.8
Commercial EAV	21,576,576	18.1	35.2
Industrial EAV	22,771,043	19.1	2.7
Transportation EAV	1,850,189	1.5	0.2
Mixed Use EAV	3,861,717	3.2	--
<i>Total EAV</i>	118,973,305	99.8	99.9

Source: Cook County Assessor

*Includes property tax exemptions

Natural Environment

Natural resources are some of the greatest assets in McKinley Park as well as the Chicago region. These resources provide a number of ecosystem services, such as clean air and water, habitat and biodiversity, flood control, and climate regulation, among others. In addition, the natural environment contributes to community character and enhances quality of life. McKinley Park's natural resources exist within a larger network of water and land resources and the community's plans, policies, and development decisions should work in concert with these assets to achieve a sustainable and livable future.

Green Infrastructure

The regional Green Infrastructure Vision (GIV) is a large-scale, multistate vision of interconnected land and water resources and Figure 2.8 illustrates the resources identified at the regional scale for McKinley Park and its extended planning area. Most GIV areas are in neighborhood and community parks including McKinley Park, Hoyne Park, and parts of the Chicago River.

Local Open Space

Residents in McKinley Park have access to approximately 2.6 acres of open space per 1,000 residents. Open Space in McKinley Park is concentrated in the 69-acre McKinley Park, which accounts for the vast majority of open space in the study area. Other parkland spaces include the Western Boulevard, Hoyne Park, Mulberry Park, Kucinski-Murphy Park, and the recently completed Nature Play Garden. Please reference Section 9 of this report for more information on the local open space areas in the community.

Water Source and Supply

Water availability has been a central ingredient to the region's economic prosperity and may play an even larger role in years to come. The City of Chicago's Department of Water Management provides Lake Michigan water to McKinley Park.

Storm and Sanitary Sewer System

Maintaining adequate public wastewater sewer infrastructure is vital to public health and clean water. The City of Chicago maintains a combined sewer system that collects both sanitary and stormwater in the same pipe. The city maintains a combined sewer overflow (CSO) permit with the federal National Pollutant Discharge Elimination System (NPDES) permit program. The combined sewers feed into the sub-regional combined sewer system maintained by Metropolitan Water Reclamation District (MWRD), where wastewater is eventually treated at reclamation plants.

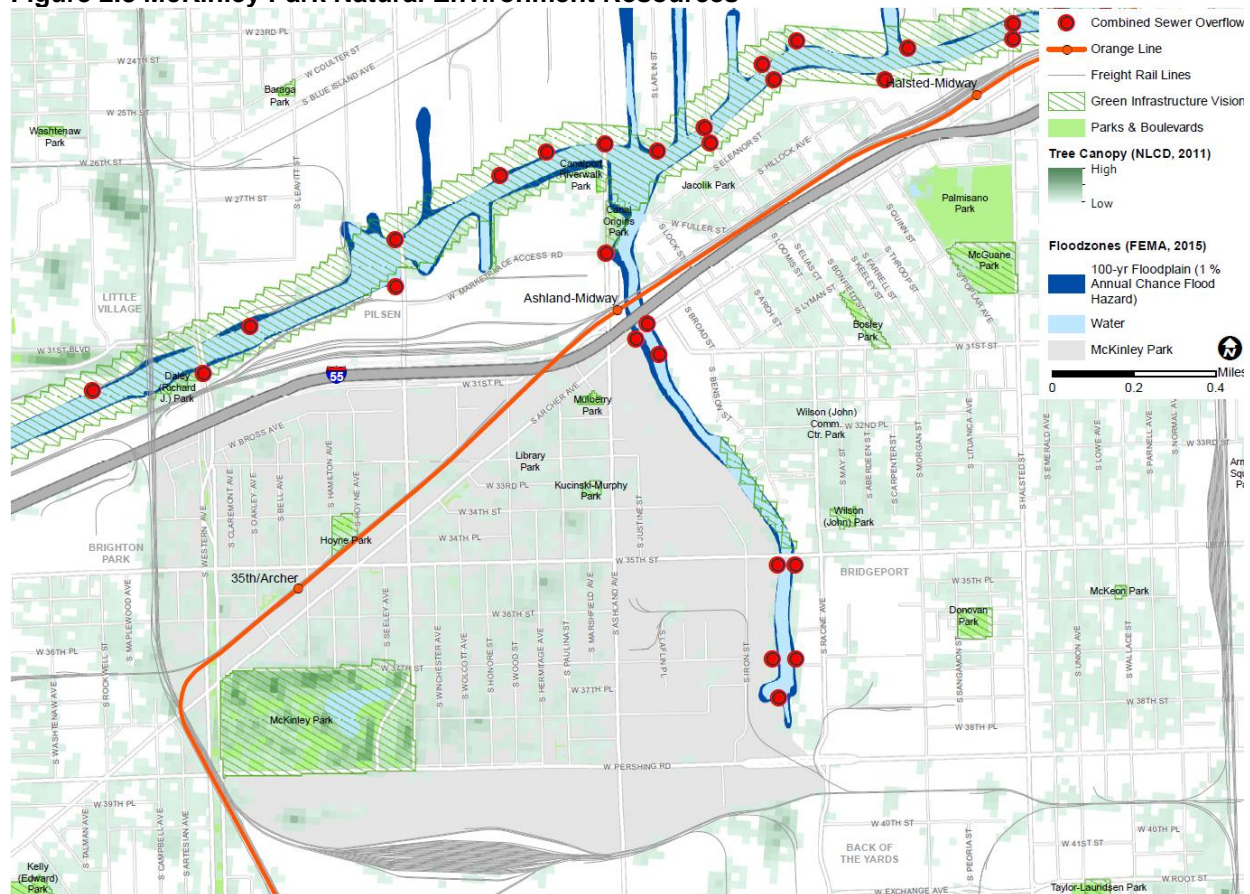
The east portion of McKinley Park runs along the South Fork of the Chicago River, which could increase the risk of flooding in the area. Local drainage and sewer systems can become overwhelmed in some locations due to the amount of stormwater runoff leading to localized flooding. Green infrastructure practices can reduce the amount of water flowing into sewers, reduce localized flooding and basement backups, and improve water quality of nearby rivers and streams. During storm events, excess water can flow into the MWRD's Tunnel and Reservoir Plan (TARP) system for storage.¹ The TARP tunnels are generally located 200 feet below the Chicago River system. Please reference Section 10 of this report for a thorough analysis of flooding in McKinley Park.

Climate Resilience

Climate change has already begun to affect the Chicago region, and will continue to bring more frequent and intense storms, increased periods of extreme heat and cold, and longer droughts. Local impacts may include decreased livability, increased costs to the public sector and private citizens as a result of damage to infrastructure and property, and even loss of life. McKinley Park's vulnerable populations, such as low-income or the elderly, may be disproportionately burdened by future climate impacts. Such populations may not have access to safe and comfortable living conditions during periods of extreme heat or cold, or might not have the financial resources required to rebound from storm-related property damage.

¹ Metropolitan Water Reclamation District of Greater Chicago (MWRD), Tunnel and Reservoir Plan, Accessed February 20, 2019. <https://www.mwrdd.org/irj/portal/anonymous/tarp>

Figure 2.8 McKinley Park Natural Environment Resources



Source: Chicago Metropolitan Agency for Planning, 2018.

Transportation

A modern transportation system is indispensable; residents must be able to travel efficiently, easily, and safely around McKinley Park as well as the larger Chicago region to sustain our economy and quality of life. Businesses must be able to count on the timely delivery of their goods. With an aging and congested transportation system and limited funding, strategic maintenance and modernization are necessary to respond to mobility needs and trends.

McKinley Park's location provides excellent access to the regional transportation network with close proximity to the Stevenson Expressway (I-55), Kennedy Expressway (I-90), freight rail (Atchison Topika and Santa Fe Railroad, Burlington Northern Santa Fe, Central Illinois Railroad, CSX Transportation, and the Norfolk Southern Railroad), the CTA Orange Line, and six CTA bus routes. There are several on-street bicycle facilities, including bike racks, six Divvy stations, and designated bikeways along Pershing Road and Western Avenue (Figure 2.8).

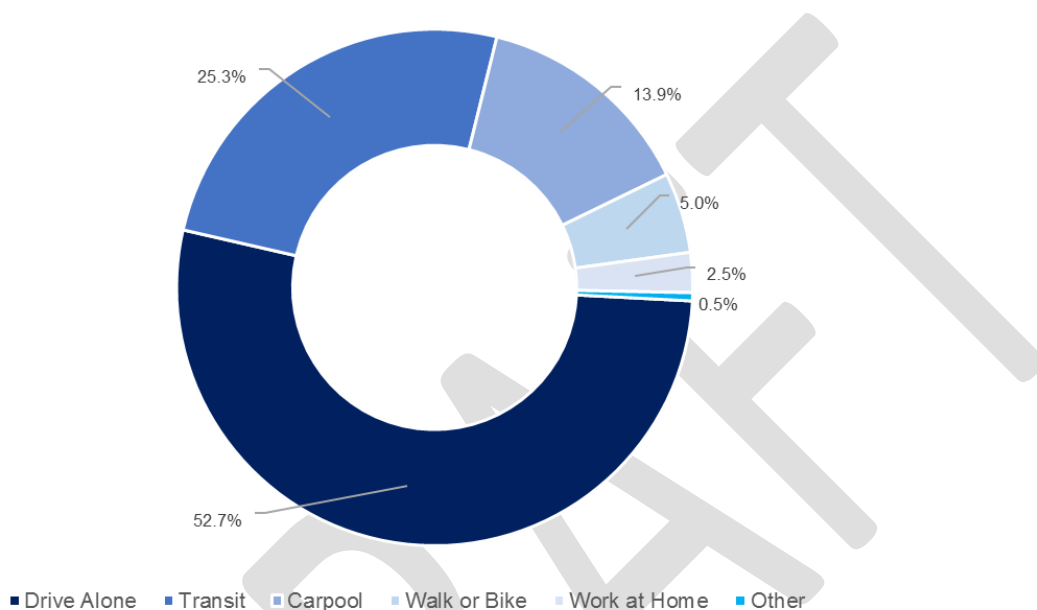
Commuting in McKinley Park

Traveling to and from work is often the largest component of an individual's travel behavior. Only 3.1 percent of 5,670 employed McKinley Park residents both live and work in the study area; the remaining 96.9 percent work outside the neighborhood. Nevertheless, the great majority of McKinley Park's labor

force works close by – 72.4 percent of employed residents work within 10 miles from the study area, and 19 percent work 10 to 24 miles away.

Fifty-three percent of McKinley Park residents drive to work alone, and 25 percent take transit for their daily commute, 14 percent carpool, five percent use active transportation, and almost three percent work from home (Figure 2.9).

Figure 2.9 Commute Mode Share for McKinley Park Residents



Source: CMAP analysis of American Community Survey five year estimates for 2012-2016.

Conditions for Pedestrians and Cyclists

Walkability was cited by many as one of the most important factors in the health and vitality of the community. Sidewalks are prevalent on both sides of streets throughout residential and commercial areas of McKinley Park. However, high traffic levels, vacant parcels, and a lack of street trees along main commercial corridors can make walking unsafe and uninviting. McKinley Park's core areas have complete crosswalks at most intersections, including signalized crosswalks at major intersections. While most sidewalks throughout the community are walkable and well maintained, Archer Avenue and Ashland Avenue can be difficult to cross due to its wide right-of-way and fast-moving traffic. The segment of the study area east of Ashland Avenue was an area of concern to residents given the lack of sidewalks and access to the river.

Additionally, many viaducts that run below the rail tracks adjacent to Archer Avenue are in various states of disrepair, often creating an uninviting environment for both pedestrians and cyclists. These viaducts are owned and maintained by private rail companies and not the city or federal government. This presents additional challenges to improve the conditions of these viaducts, as many improvements would need to be done in coordination with those private parties.

Many people ride bikes for transportation and recreation in McKinley Park. The 12th Ward Alderman's office coordinates an annual family bike event that brings together many local cyclists and visitors. The McKinley Park Kidical Mass is also a very active group in the community. Designated bike routes can be found along Pershing Road between Western Avenue and Ashland Avenue; and south of Archer Avenue from Western Avenue and north of Western Avenue from Archer Avenue. Some community members noted that cycling on Archer Avenue can be difficult due to its higher traffic speeds. But biking conditions along Archer Avenue may change soon, as new bicycle infrastructure is slated for McKinley Park. CDOT's Streets for Cycling Plan 2020 designates Archer Avenue as a "Spoke Route," one of Chicago's most direct routes in and out of the downtown area for bicyclists, intended to "reimagine over the next eight years to provide bicyclists with the safest, quickest and most comfortable accommodations possible."

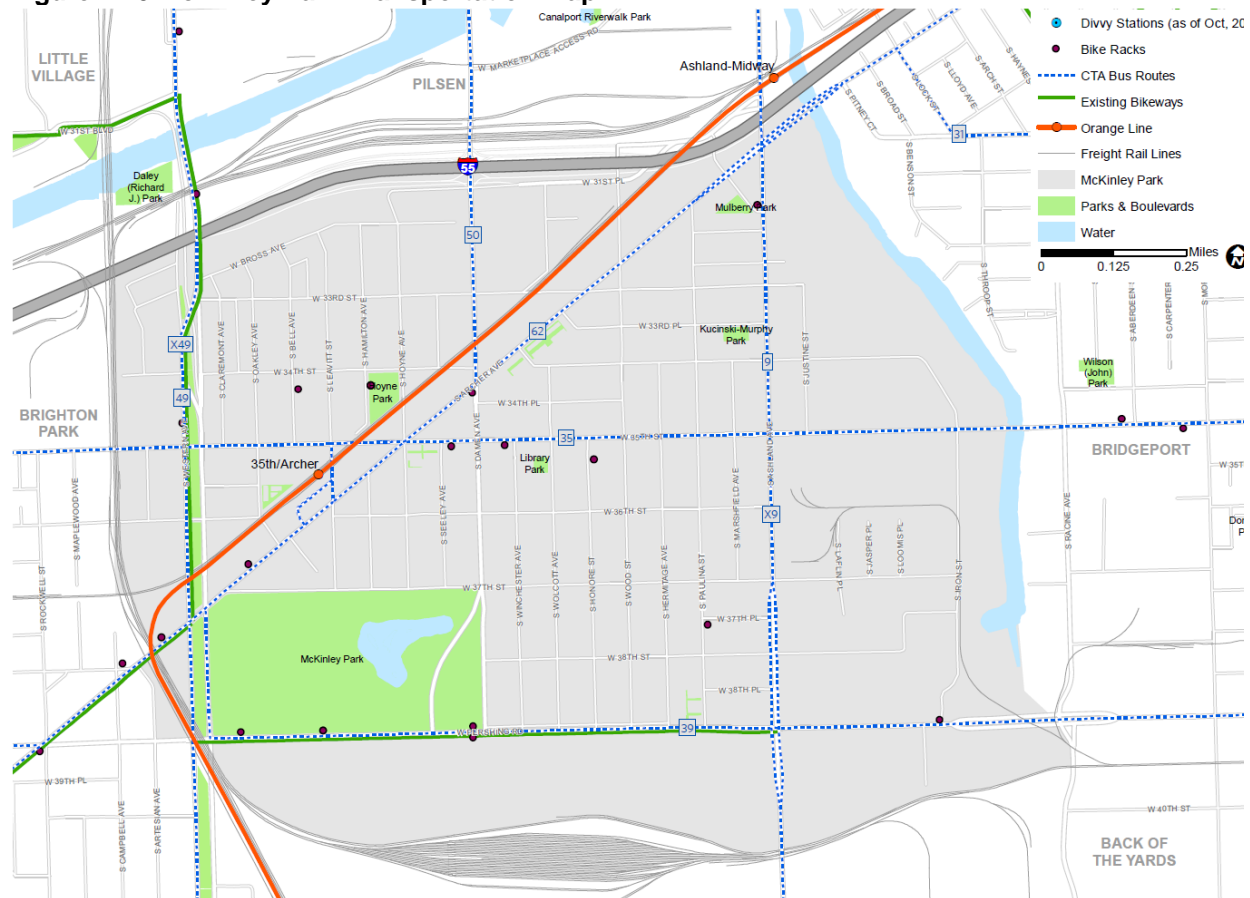
Transit

Overall, McKinley Park is well-served by public transit compared to similar city neighborhoods and other regional communities, and its residents appear to take advantage. CTA provides bus and rail service to the study area. The closest Metra commuter rail station (Western Avenue on the BNSF) is two and a half miles from the study area boundary. While "Drive Alone" is the most common commute mode among residents (52.7 percent), public transit is second at 25.3 percent.

CTA Rail System

The CTA Orange Line provides service between Midway Airport and downtown (Loop) and runs through the study area with stops at Ashland and 35th/Archer. While the Ashland Station is located just outside the study area, it serves as a key access point to residents living in the northeast portion of the community. The Ashland Station provides connections to CTA bus routes No. 9 Ashland and No. 9X Ashland Express; and the 35th/Archer Station serves as a transit hub offering connections to CTA bus routes No. 35 31st/35th, No. 39 Pershing, No. 50 Damen, and No. 62 Archer, see Figure 2.10.

Figure 2.10 McKinley Park Transportation Map

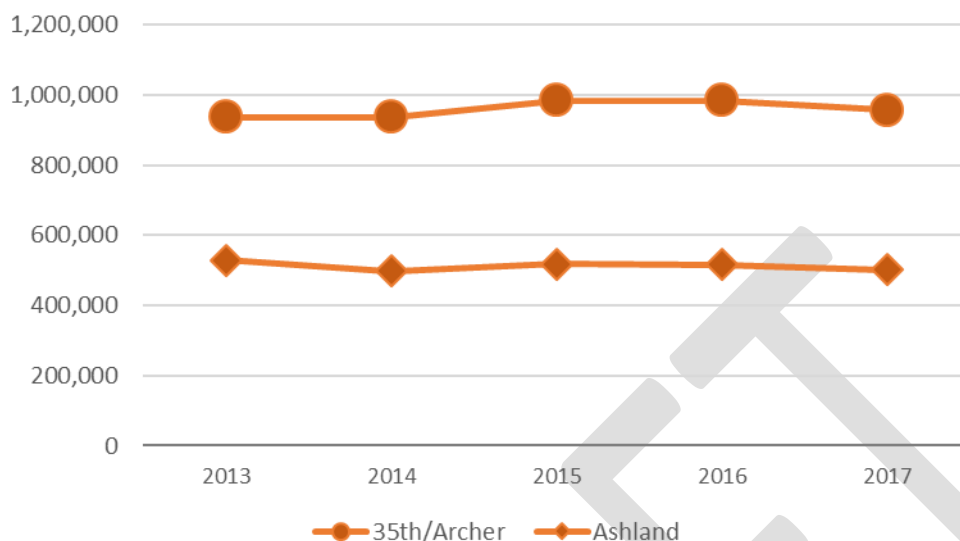


Source: Chicago Metropolitan Agency for Planning, 2018.

The 35th/Archer Station experienced an all-time high in annual ridership in 2016 (984,456 boardings), but declined by three percent in 2017, see Figure 2.11. Between 2013 and 2017, the 35th/Archer station increased in annual ridership (2.1 percent) while the CTA Orange Line total ridership decreased over the same period (-1.2 percent). The higher density of people and destinations near the 35th/Archer Station is likely why there are more CTA riders compared to the Ashland Station.

Both stations are above ground and equipped with an elevator for wheelchair access. The 35th/Archer Station also offers a Park and Ride Lot.

Figure 2.11 Annual CTA Ridership



Source: Chicago Transit Authority

CTA Bus System

Six CTA bus routes directly serve the McKinley Park study area. Of the study area routes, No. 9 Ashland has the greatest weekday ridership (17,165), followed by the No. 49 Western (17,135), and No. 62 Archer (10,771).² No. 9 Ashland and No. 49 Western run North-South and offer Express Routes making limited stops weekdays during rush hours. No. 62 Archer is especially important to McKinley Park, given that it runs between downtown and Midway airport. All three routes operate with “Night Owl” service, with 30-minute headways between midnight and 5:00 a.m.

Route No. 50 Damen runs North-South from Edgewater and Clark to 35th/Archer. Routes No. 35 31st/35th and No. 39 Pershing run East-West through the study area. All routes except No. 9 and No. 49 intersect at the 35th/Archer Bus Terminal, offering connections to the CTA Orange Line 35th/Archer Station.

Automobile Traffic and Road Jurisdiction

Roads provide space for three vital functions within a community –mobility, commerce and civic life. The functional classification of a road describes the character of the road in terms of vehicular mobility and the level of service they are intended to provide. With several streets or street segments outside of the City of Chicago’s jurisdiction, the ability to make improvements, control access, or unify the streetscape requires coordination between the Cook County Department of Transportation and Highways (the County), the Chicago Department of Transportation (CDOT), and the Illinois Department of Transportation (IDOT).

² Regional Transportation Authority Mapping and Statistics (RTAMS), 2018 CTA Bus Route Ridership Statistics, <http://www.rtams.org/rtams/ridershipTables.jsp?dataset=ctaBus&ridershipID=62>. Accessed March 13, 2019.

Interstate

The Stevenson Expressway (I-55) defines the north boundary of the study area. Expressways are designed for high-speed, long-distance or interstate travel and have high traffic volume, including heavy freight truck traffic. While the expressway makes McKinley Park very accessible for automobile and truck traffic, it also creates challenging conditions for pedestrians and cyclists, limiting their accessibility. Access to the interstate in both directions is available via the I-55 interchange at Ashland Avenue and at Damen Avenue.

Principal Arterials

McKinley Park has two principal arterials: Western Avenue and Pershing Road. Principal arterials are designated for higher speed travel than minor arterials and local roads and to accommodate longer distance trips. Segments of Western Avenue (south from 34th Street) and Pershing Road (east of Ashland Avenue) and are under the Jurisdiction of IDOT (see Figure 2.12). The segment of Western Avenue north of 34th Street is under the Jurisdiction of the County. CDOT maintains Pershing Road east of Ashland Avenue. Western Avenue has nearly double the traffic volume as Pershing Road. While the volume of traffic along Pershing Road is low compared to other roads in the study area, there is an uptick in traffic volume between Western Avenue and Ashland Avenue.

Minor Arterials

McKinley Park only has one minor arterial: Ashland Avenue. This north-south arterial carries less traffic than principal arterial Western Avenue and collector Damen Avenue, but sees a noticeable uptick in traffic volume near the I-55 Interchange. The majority of Ashland Avenue in the study area is under the jurisdiction of the County, except north of Archer Avenue, which falls under IDOT's jurisdiction.

Collectors

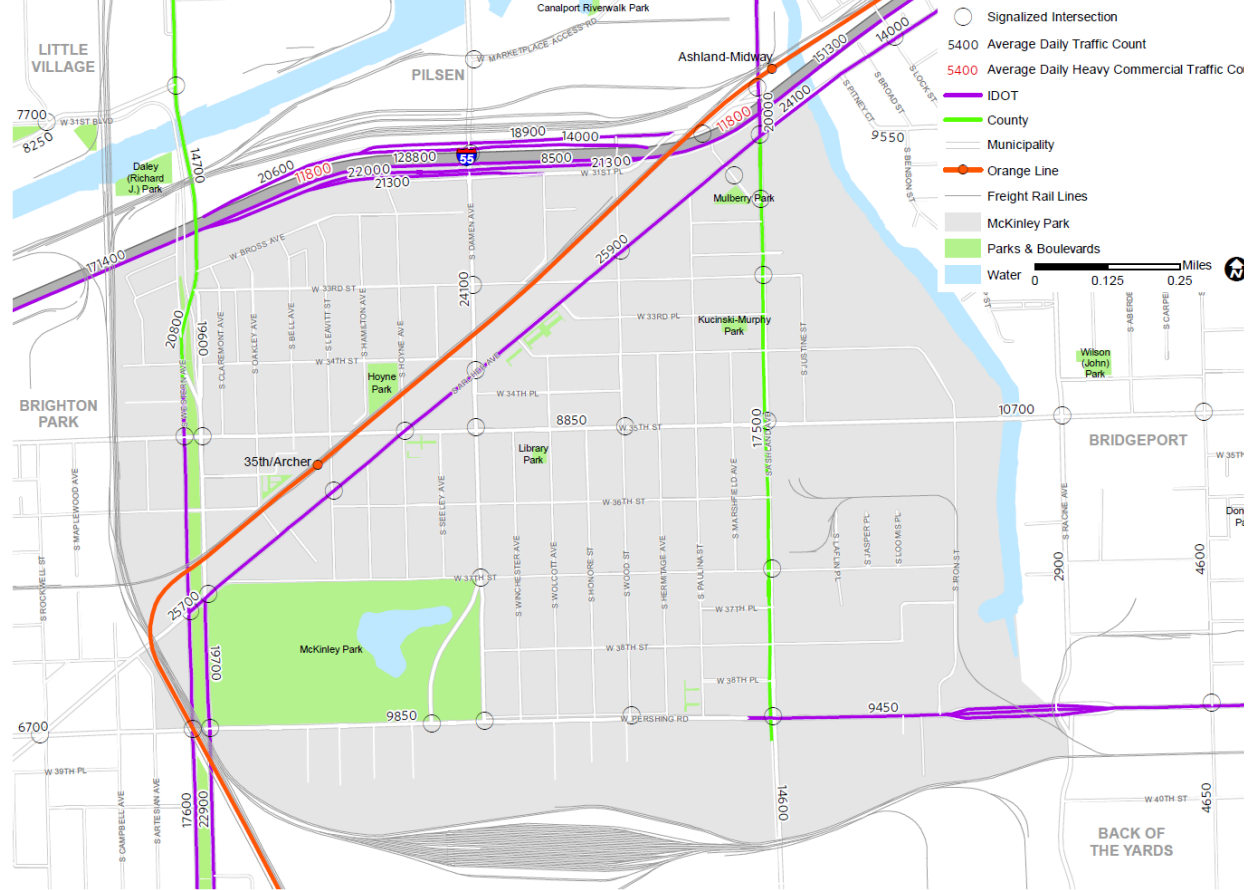
McKinley Park has four major collector roads, which distribute traffic from local streets to the arterials: 35th Street, Archer Avenue, Damen Avenue, and Western Boulevard. Of all the roadways in the study area, Archer Avenue carries the highest volume of traffic followed by collector Damen Avenue. Traffic volumes along Archer Avenue pick up significantly and remain steady from end-to-end of the study area. Many stakeholders identified Archer Avenue as "fast-moving auto-oriented thoroughfare." IDOT maintains jurisdiction over Archer Avenue and the segment of Western Boulevard south of Archer Avenue. Any efforts to make improvements, control access, or unify the existing streetscape with other streets will require cooperation and coordination with IDOT.

East-west collector 35th street carries the lowest volumes of traffic in the study, with significantly higher volumes east of Ashland Avenue. This may be due to industrial occupants located east of Ashland Avenue along 35th Street.

Local Roads

The remaining roads in the study area are local streets and provide access to private property with limited through traffic. The travel speeds and traffic volumes are low and mostly consist of one automobile lane and a parking lane on each side of the road. All local roads in McKinley Park fall under the jurisdiction of CDOT.

Figure 2.12 McKinley Park Roadway Jurisdiction and Average Daily Traffic Count



Source: Chicago Metropolitan Agency for Planning, 2018.

Freight

The Chicago region is the freight hub of the United States and McKinley Park is at the center of it. McKinley Park's close proximity to I-55, I-90, and five freight rail lines (Atchison Topika and Santa Fe Railroad, Burlington Northern Santa Fe, Central Illinois Railroad, CSX Transportation, and the Norfolk Southern Railroad) offer logistics advantages for businesses. Businesses in the neighborhood's industrial areas (26.6 percent of the land use), specifically the industrial areas south of Pershing Road, are especially well served, as businesses can load and unload directly from the railroad tracks. The I-55 interchange at Ashland Ave and at Damen Avenue, which are a designated Class II truck route, are useful for freight as they offer access to the interstate in both directions and have long ramps and wide turning radii.

Waterways

The South Branch of the Chicago River provides the community with easy access to the international maritime freight network. Running along the eastern border of the study area, the South Branch provides access to Lake Michigan to the north and connects to the Chicago Sanitary and Ship Canal, eventually leading to the Mississippi River and Gulf of Mexico to the south.

Section 3. Outreach To-Date

To emphasize a broad-based inclusion of the community, the outreach and engagement process has entailed close coordination with MPDC and the Steering Committee. Activities included meetings with the Steering Committee, confidential interviews with key community leaders, a public kick-off meeting, a focus group with property owners and local businesses, an online survey, social media, and other targeted outreach activities. The following provides a summary of what has been done so far. Outreach activities will continue during the course of the planning process. Since the start of the formal planning process, over 672 residents and stakeholders have participated (see Table 3.1).

Table 3.1 Early Public Participation and Engagement

Public Engagement Activities	Number of Participants
1st Steering Committee Meeting	12
Stakeholder Interviews	17
Public Kick-off Meeting	100
MetroQuest Survey	462
Web site visits	2,131
Completed Survey	462
Focus Group with Property and Business Owners	18
Targetted Presentations	63
Total	672

Source: CMAP and MetroQuest

How We Involved the Community

Steering Committee

The Steering Committee is tasked with providing guidance and feedback on existing issues and opportunities, developing central goals, reviewing plan documents, and identifying stakeholders who should be involved in the planning process. Composed of individuals representing a wide variety of interest and perspectives, the Steering Committee members include:

- Tony Adams, McKinley Park Development Council
- John Belcik, McKinley Park Development Council
- Dayna Calderon, McKinley Park Development Council
- Amber Cicotte, Resident
- Vernalynne De La Rosa, Midwest Asian Health Association
- Mario Diaz, McKinley Park Development Council
- Billy Drew, 12th Ward Independent Precinct Organization
- Liliana Escarpita, 12th Ward Alderman George A. Cardenas
- Kelly Fitzpatrick, 11th Ward Alderman Patrick D. Thompson
- Kensen Lam, McKinley Park Community Church
- Mayra Lopez-Zuñiga, State Representative Theresa Mah (2nd District)
- Beata Skorusa, Business Owner
- Marya Spont-Lemus, Resident

- Alma Anaya, Cook County Commissioner (7th District)
- Nurys Uceta Ramos, Chicago Public Schools, Network5: McKinley Park

First Steering Committee Meeting

The first steering committee meeting was held on May 17, 2018, at the McKinley Park Field House to provide background on CMAP, the planning process and begin a conversation about the specific issues facing McKinley Park. The Steering Committee discussed the strengths of the community and what they would like to see addressed in the plan. Strengths of the neighborhood include the diversity and culture of the community, housing affordability, access to natural and open space amenities like McKinley Park, Hoyne Park and community gardens, as well as local businesses and institutions like the public library and the Aquinas Literacy Center. Steering Committee members described McKinley Park as a “transportation rich community” and value the access to the interstate and public transit.

Concerns were also mentioned, including the need to develop a concerted vision for what McKinley Park wants to become to help guide future investment and development decisions. Many Steering Committee members expressed concern about the air quality due to new manufacturing companies in the industrial districts and the increase of truck traffic as a result. Other concerns include the lack of commercial space along 35th street, vacant store fronts and buildings (particularly the Wrigley Building), gentrification, stock of affordable homes, and the desire to become a more bike- and pedestrian-friendly community.

Steering Committee members identified many improvements that could occur in the community including: community beautification initiatives, better lighting (especially under the viaducts), summer programs for youth, and a protected bike lane along Archer Avenue, with sidewalk and crossing improvements. A number of ideas were discussed for ways to add and maintain affordable housing and attract the right economic development opportunities for the industrial and neighborhood corridors.

Steering Committee members described McKinley Park in the future to come as a: “thriving, united, energized, sustainable, affordable, resilient, inclusive, diverse, vigorous, equitable, just, outgoing, friendly, uplifted, prosper, and vibrant.”

Stakeholder Interviews

In order to gain further insight into the issues and opportunities that exist in McKinley Park, CMAP staff conducted interviews with 17 individuals representing a variety of backgrounds throughout the community. These individuals ranged from institutional neighborhood leaders to business owners and elected officials.

While the conversations were designed to be confidential in order to promote an open dialogue, several broad themes emerged. Collectively, these stakeholders brought up many needs and challenges, ranging from the need for transparency in development decisions to reinvestment of commercial corridors, housing affordability, and environmental and air quality improvement. Their input helped to frame the direction of the report and guide areas for additional inquiry and research.

Public Kickoff-meeting

To initiate the public's involvement in the planning process, a workshop was held to hear from residents and stakeholders. The public kick-off meeting was held on July 18, 2018 from 6:30 to 8:00 p.m. at the National Latino Education Institute with over 100 people in attendance, including several members of the Steering Committee. Participants learned about the planning process through a brief presentation by CMAP and discussed in small groups the following three questions with fellow neighbors:

What would you like to preserve about McKinley Park for future generations?

What do you consider to be the most important issues or concerns for McKinley Park that need to be addressed in the neighborhood plan?

What specific projects or actions would you like to see completed to address these issues and concerns?

Participants divided into 11 small groups with maps to identify shared priorities for the future of McKinley Park. Each group had a facilitator and participants were asked to locate their responses to the questions on the map using colored dots. Materials were available in English, Spanish, and Chinese. The following is a summary of what residents and stakeholders identified as areas of strength, challenges, and opportunity.

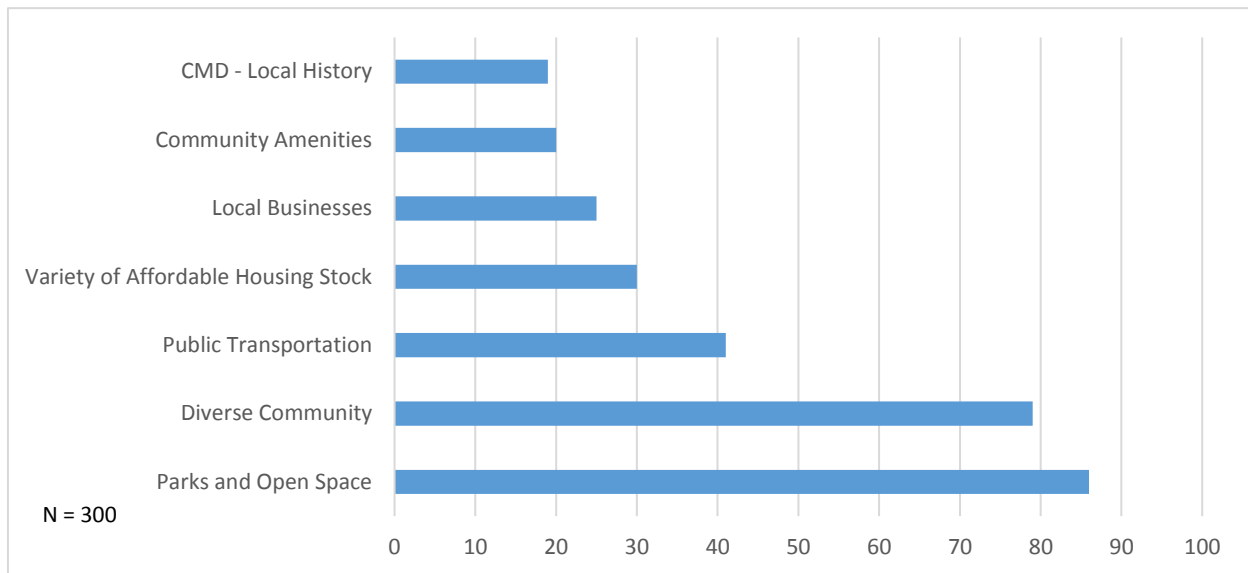
What would you like to preserve about McKinley Park for future generations?

Over half of community responses related to preserving the neighborhood's namesake park and access to green space, as well as continuing to support the programming and activities within the park district. The community strongly identified with McKinley Park as a gathering space, a hub for neighborhood activity, and as symbol of the natural beauty of the community.

Similarly, the community prides itself on the diversity of its residents and the welcoming attitude towards people of all backgrounds and ethnicities. Meeting attendees reported their desire to preserve the close-knit community culture that exists in their neighborhood, and nurture the community engagement, activism and enthusiasm that is present in neighborhood organizations.

Public transportation and the variety of available housing stock made up about a quarter of responses, while another quarter acknowledged the importance of preserving the history of the CMD and community amenities including schools, libraries, and local businesses.

Figure 3.1: Assets to Preserve for Future Generations



Source: CMAP Public Kick-off meeting, July 18, 2018.

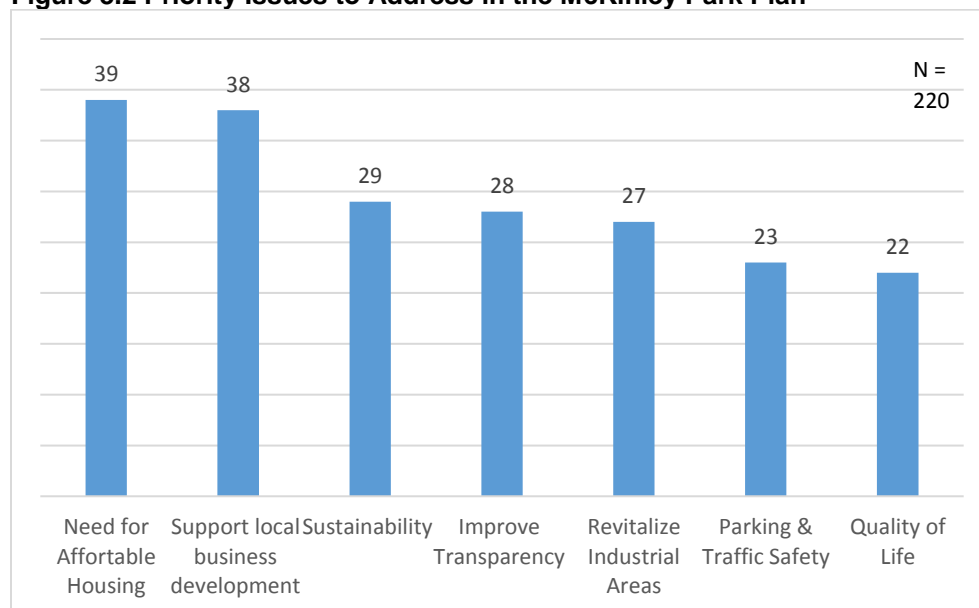
What do you consider to be the most important issues or concerns for McKinley Park that need to be addressed in the neighborhood plan?

There was overwhelming concern in the written responses for the potential for housing to become unaffordable to long-time neighborhood residents, see Figure 3.2. Gentrification and displacement were identified as priority issues to address, as well as protecting home ownership and rent control. A similar number of responses raised concern for struggling local businesses on the 35th Street commercial corridor. Respondents reported the need for more investment in local business development.

Concern for environmental quality and safe access to natural areas, including the river and existing green space, were also identified as high priorities. Community members raised concerns about the harmful environmental effects caused by industrial businesses, and discussed possibilities for establishing green, eco-industry businesses instead. Most participants expressed a desired to maintain the industrial heritage of the neighborhood but had also expressed health and nuisance concerns related to those uses. Discussion of the new asphalt plant arose as a major concern related to environmental quality, and highlighted the need for improved transparency in the land use development approval process. The community is envisioning a new direction for industry, and sees public engagement in the development process as essential to realizing this vision.

Respondents also identified issues regarding parking and traffic safety and quality of life issues as priorities to address in the neighborhood plan. Drag racing, vandalism, and gang activity were cited as issues causing blight and anxiety within the community. Residents recognize the potential for high quality of life in the community, and identify these traffic and criminal activities as barriers to maintaining the community values they represent.

Figure 3.2 Priority Issues to Address in the McKinley Park Plan



Source: CMAP Public Kick-off meeting, July 18, 2018.

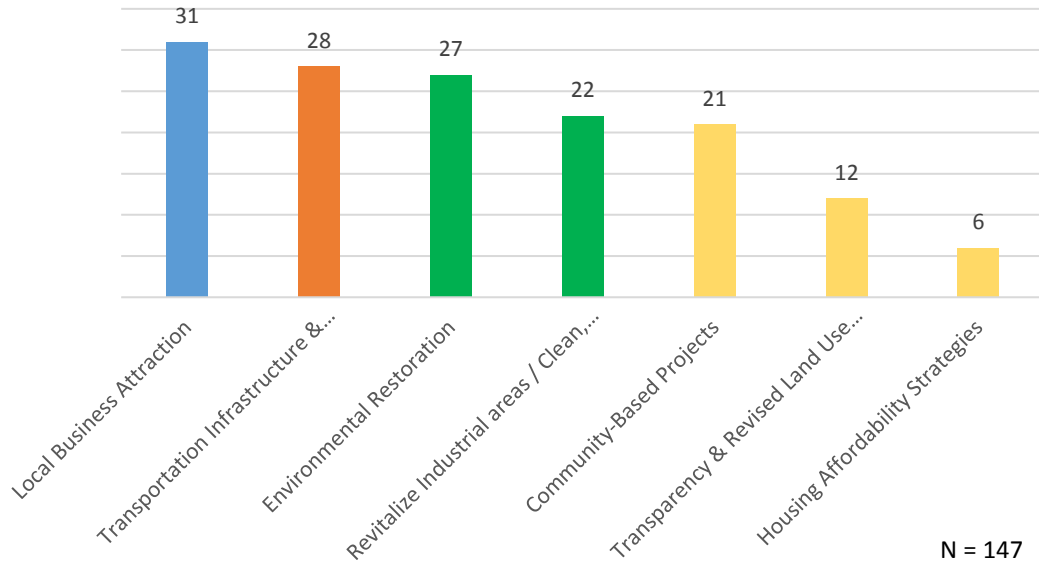
What specific projects or actions would you like to see completed to address these issues and concerns?

After reflecting on the assets and priority issues of concern in their community, community members offered suggestions for projects that would address these issues and align with the community's values. Their responses varied and are sorted into several categories, as displayed in Figure 3.3. Most project recommendations related to strategies to attract businesses to the 35th Street commercial corridor, closely followed by the need for improved transportation infrastructure and safety upgrades. Suggestions included building an incubation facility for new businesses. Providing financial support for new businesses was recommended through establishing partnerships with community organizations, and strategizing ways to incentivize new development. Projects to designate bike lanes, trails and construct pedestrian bridges were suggested to provide safe transportation options throughout the community, and improve connections between established community assets like McKinley Park and the river.

Community members also recommended projects related to environmental restoration and revitalizing the industrial areas, especially in the CMD. Project suggestions related to the adaptive reuse of buildings, focusing on using vacant land and restoring buildings on Pershing Road for markets and sites for community gardens. Encouraging more green-focused industrial uses was a common theme that emerged while brainstorming project ideas for the community.

Additionally, community-based project ideas were offered that focused on providing services and programming such as employment and educational opportunities for youth (idea: establishing a trade school to teach craftsman skills), and an immigration services facility on 35th Street. The community also suggested building a community center to use as a venue and central gathering space, community theatre, and cultural center to celebrate the diversity within the community.

Figure 3.3 Topic Areas of Specific Projects to Address Concerns



Source: CMAP Public Kick-off meeting, July 18, 2018.

Who was at the Public Kick-off Meeting?

Public meeting attendees were asked to complete a voluntary questionnaire to help us identify the demographics of the workshop and compare them to the 2016 American Community Survey data for the McKinley Park Community Area. Table 3.2 shows the polling results. This poll was optional and not all public meeting participants filled out the questionnaire.

Table 3.2. “Who’s Here Today” Meeting Polling Results

Gender	Meeting Attendees	McKinley Park
Female	57.4%	49.7
Male	39.3%	50.5
Prefer not to answer	3.3%	-
Age	Meeting Attendees	McKinley Park
19 and under	3.3%	27.5%
20 - 34	36.1%	25.1%
35 - 49	31.1%	20.6%
50 - 64	19.7%	16.6%
65+	9.8%	10.0%
Race/Ethnicity	Meeting Attendees	McKinley Park
Asian	6.6%	18.2%
Black or African American	0.0%	0.9%
Hispanic/Latino	34.4%	62.8%
White	42.6%	16.6%
Other	13.1%	1.5%

Connection to McKinley Park	Meeting Attendees
I Live Here	65.6%
I Work Here	8.2%
I Live & Work Here	9.8%
I Visit Here	16.4%

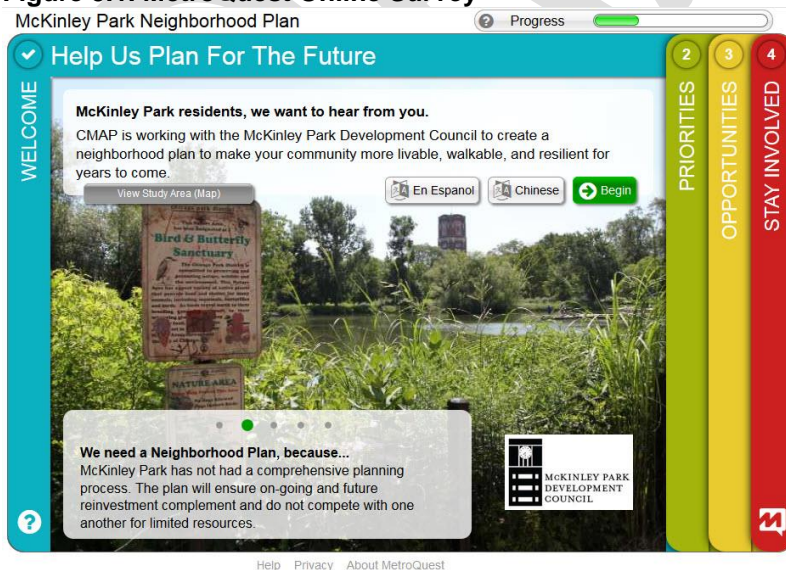
Source: CMAP Public Kick-off meeting, July 18, 2018.

MetroQuest Online Survey

To be as inclusive as possible and reach a broader audience, CMAP also developed an interactive website to engage people who could not attend meetings. Additionally, Spanish and Chinese versions of the survey were created to reach participants with limited English proficiency. This online tool serves to educate the community about the purpose of the project and learn about their priorities and preferred choices to address issues in and around McKinley Park. As of September 24, 2018, the web site received over 2,131 visits with 462 people leaving behind detailed comments on the challenges, priorities, and opportunities for a range of issues in McKinley Park. The interactive survey launched on July 18, 2018 and closed on September 24, 2018.

The online survey was accessible through the project's webpage and was promoted in MPDC's Facebook page, as well as through fliers distributed at community meetings and to public event participants. In addition, two iPad kiosks with the survey were dispatched and circulated at various high traffic locations throughout the neighborhood to ensure access to the online survey. Kiosks locations included the 12th Ward Alderman George Cardena's office, IL State Representative Theresa Mah's office, McKinley Park Public Library, Aquinas Literacy Center, Marz Community Brewery and One City Tap. Moving forward, CMAP staff will continue to work with steering committee members and local groups to identify engagement opportunities to reach a board audience.

Figure 3.1. MetroQuest Online Survey

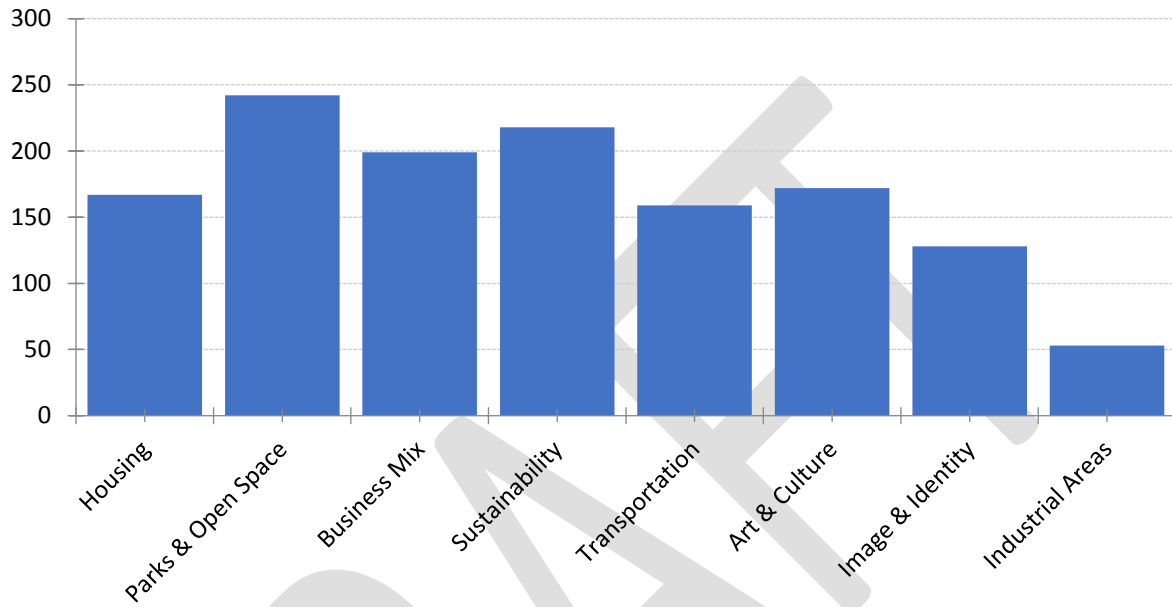


Source: CMAP

Community Priorities

Survey participants were asked to rate the importance of various topics within community priorities, including art & culture, business mix, parks & open space, housing, industrial areas, transportation, image & identity, and sustainability (see Figure 3.2). This information will help identify priorities that are most important to the community and help to develop informed plan recommendations.

Figure 3.2 What Is Important To You?

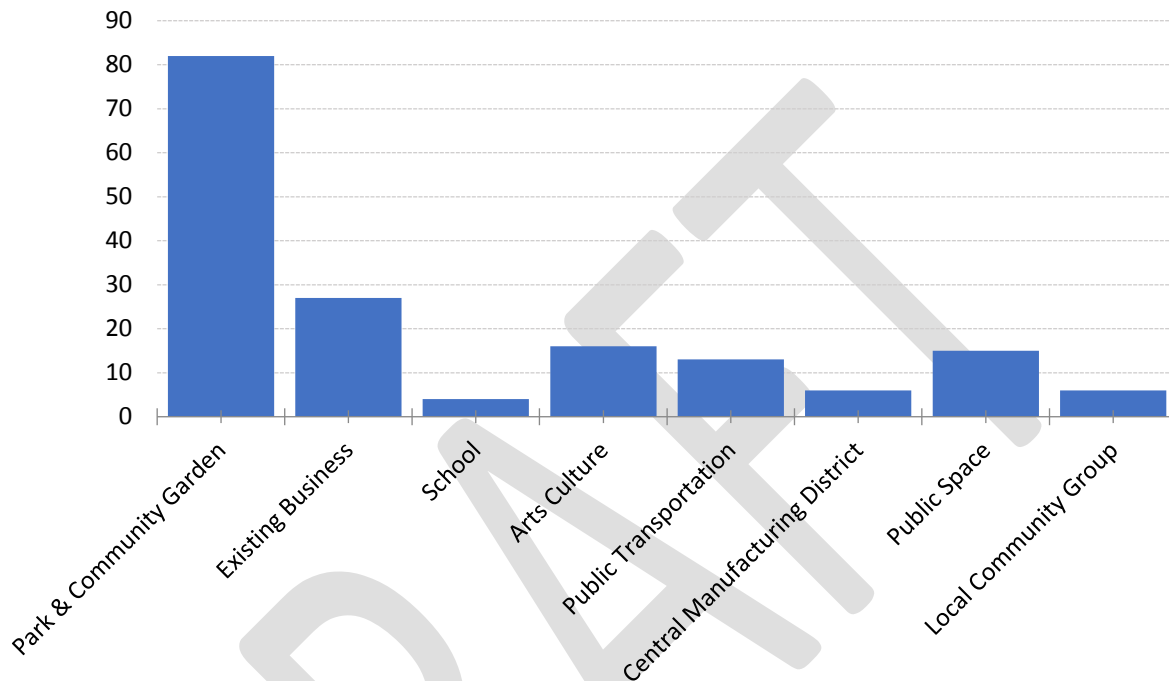


Source: CMAP Analysis of MetroQuest Survey Results

Opportunities

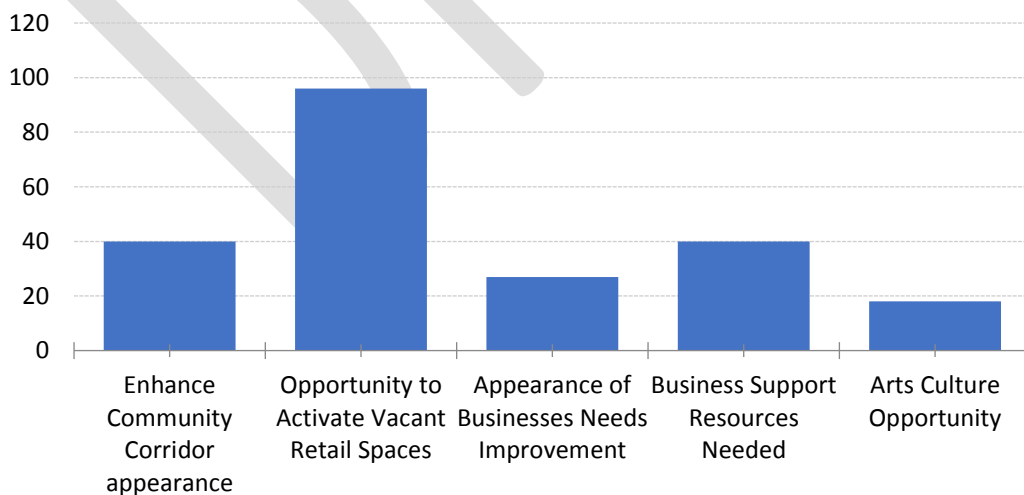
Survey participants were then asked to rate the importance of various topics within community opportunities, including community assets, development, industrial, open space, and transportation. This information will help identify priorities that are most important to the community and help to develop informed plan recommendations.

Figure 3.3 Community Assets Opportunities



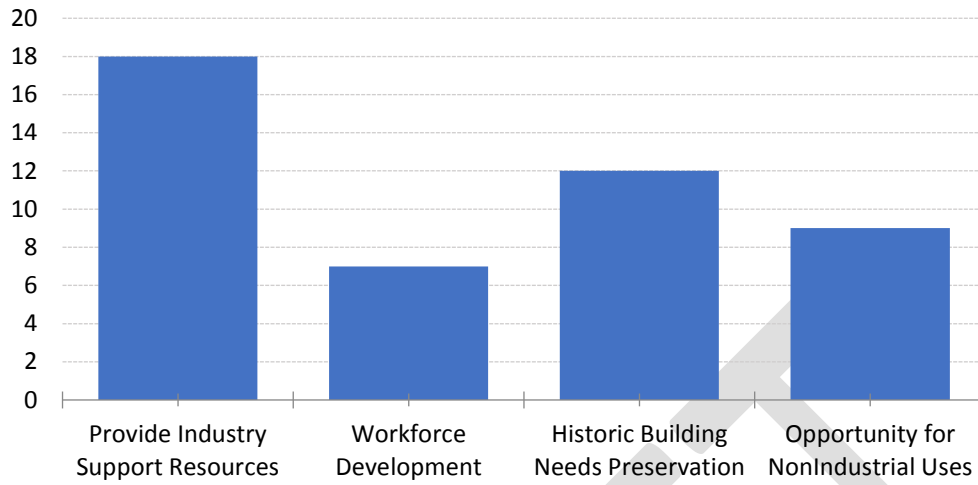
Source: CMAP Analysis of MetroQuest Survey Results

Figure 3.4 Development Opportunities



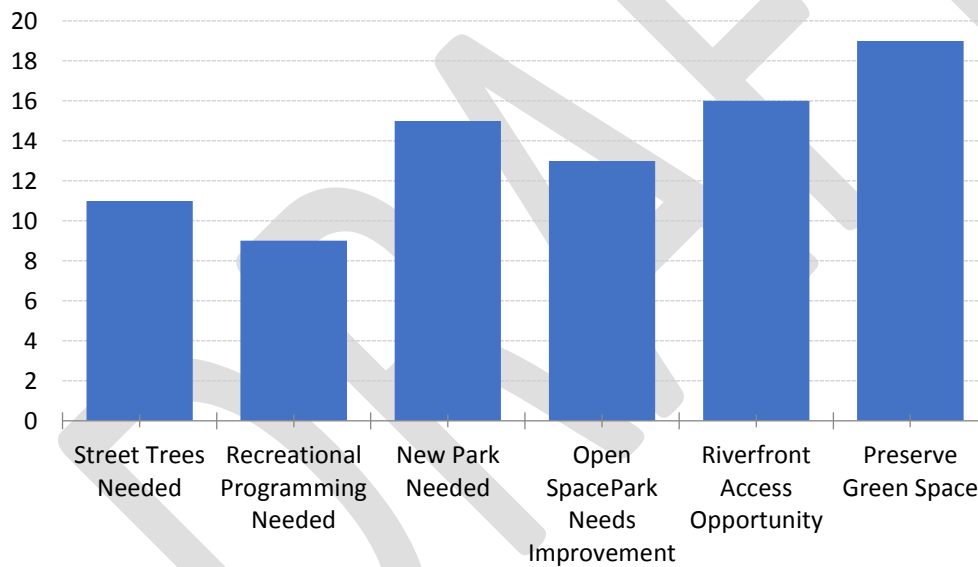
Source: CMAP Analysis of MetroQuest Survey Results

Figure 3.5 Industrial Opportunities



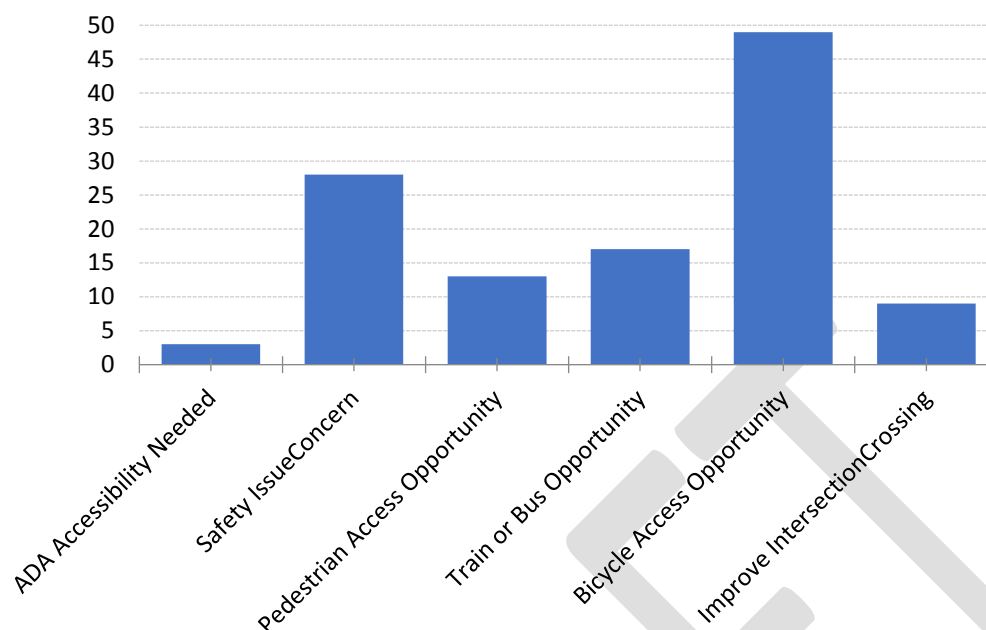
Source: CMAP Analysis of MetroQuest Survey Results

Figure 3.6 Open Space Opportunities



Source: CMAP Analysis of MetroQuest Survey Results

Figure 3.7 Transportation Opportunities



Source: CMAP Analysis of MetroQuest Survey Results

Who Participated in the Online Survey?

Responses to the “Tell Us About Yourself” screen of the MetroQuest Survey were optional and are used only to ensure the input received represents the diversity of the community. Table 3.3 compares online survey demographics to the 2016 American Community Survey data for the McKinley Park Community Area. Table 3.3 shows the polling results. This poll was optional and not all public meeting participants completed the questionnaire.

Table 3.3. “Tell Us About Yourself” Results

Gender	Survey Participants	McKinley Park
Female	66.9%	49.7
Male	33.1%	50.5
Age	Survey Participants	McKinley Park
19 and under	1.2%	27.5%
20 - 34	36.3%	25.1%
35 - 49	43.4%	20.6%
50 - 64	15.0%	16.6%
65+	4.1%	10.0%
Race/Ethnicity	Survey Participants	McKinley Park
Asian	12.0%	18.2%
Black or African American	1.2%	0.9%
Hispanic/Latino	46.6%	62.8%
White	36.4%	16.6%

Other	3.8%	1.5%
Connection to McKinley Park		Survey Participants
I Live Here		69.6%
I Work Here		5.8%
I Live & Work Here		9.2%
I Visit Here		15.5%

Source: CMAP Public Kick-off meeting, July 18, 2018.

Focus Group with Business and Property Owners

A “first-of-its-kind” focus group with business and property owners was held on September 19, 2019, at the 36Squared Business Incubator. The event drew dozens of local business owners and operators who gathered to identify shared priorities for economic opportunities in McKinley Park. An interactive small group activity was used to ask participants to provide their input on advantages, challenges, and opportunities of owning a business or property in McKinley Park. Two activities were used to provide feedback, a handout for each participant to fill out, and a mapping exercise where they identified assets and challenges as a group. Each small group presented their ideas with the whole group, with a number of common themes emerging. Common challenges identified include zoning regulations and working with the city, lack of a business support network, and need for resources and incentives to help startups and existing businesses.

Listening Meetings

To reach a broad range of participants, especially those who were not able to attend prior outreach events, CMAP staff held listening meetings with local activists and residents at various community group meetings during the month of September 2018. On September 5, CMAP Staff met with members of the McKinley Park Civic Association, on September 6 with Neighbors for Environmental Justice, on September 12 with CAPS meeting participants, and on September 13, with parents and teachers at Greene Elementary School Open House. Listening meetings are a great way to educate and inform community residents about the planning process while learning about what’s important to them and their community. Comments included creating safe public spaces for youth, revitalizing 35th Street Corridor, improving the pedestrian environment along Archer Avenue, and attracting a mix of shopping and retail experiences while supporting existing small businesses.

Many participants expressed concern about the impacts to air quality as a result of new uses in the CMD. Increased truck traffic and the proximity of these uses to existing parks and residential areas where youth play was a top concern among many participants. Transparency in local development decisions was raised from group to group as a common necessity.

Public Events

From live music performance to local food and small shops, residents interacted with one another while shopping for fresh produce at the McKinley Park Farmer's Market. CMAP staff attended the Farmer's Market on Sunday, August 19, 2018, and gathered feedback from residents in attendance via the MetroQuest Survey on iPads and one-on-one discussions. Key topics included pedestrian safety, quality programming activities for all ages, and small business support. CMAP staff also attended the Midnight Circus in the Park on Friday, August 31, 2018, to distribute surveys and gather feedback from local residents in attendance. The event was a weekend-long family-friendly event that drew participants from McKinley Park and neighboring communities.

LTA Project Web Page and Social Media

A project webpage for the plan is located under CMAP's LTA program webpage. The project page introduces the plan and study area, and details planning process, public engagement, plan timeline, and project partners with contact information. To expand upon traditional methods of community engagement, CMAP Staff developed a social media campaign to promote the project, engage a broader audience, and provide links to interactive engagement efforts. MPDC holds a Facebook page in active use with a reach of over 300 people. With support from CMAP's communication staff, MPDC launched a social media campaign to raise awareness and encourage public participation at community events.

Section 4. Opportunity: Neighborhood Diversity

McKinley Park prides itself in its cultural and socio-economic diversity. Visual evidence of the area's diversity is not difficult to find throughout the community. Since the beginning of its history, the community has been identified as a hardworking, family-oriented, and immigrant community. Residents take comfort in the stability and sense of community McKinley Park offers. Given its convenient location, cultural diversity and affordable housing, it is no surprise this neighborhood has attracted newcomers and kept the locals firmly in place. This has become a driving source of pride for many residents.

Key Findings

- McKinley Park has long been a port of entry for many immigrants. Today, McKinley Park continues to attract newcomers while retaining longtime residents. Stakeholders consider the community's diversity to be one of its greatest assets to preserve and celebrate. The plan will explore ways to market the neighborhood's diversity to attract visitors, customers, residents, and investment.
- About 60 percent of McKinley Park households fall into lower income brackets compared to the city and the region. One factor that influences income levels is educational attainment; only 20 percent of the population has at least a Bachelor's degree. The plan will recommend strategies to align local economic development with education and workforce development opportunities to ensure every resident has the ability to fully contribute to and benefit from the economy.
- Residents and stakeholders' identify housing affordability as one, if not the main, attribute associated with them moving to McKinley Park. Maintaining the neighborhood diversity by preserving affordable housing choices will be an essential component of the neighborhood plan.
- The cultural diversity of the community is seen in the local community and faith-based organizations as well as in the longtime small mom and pop shops. The neighborhood plan will build off these assets and identify opportunities to support existing and new local businesses.

History of Area's Diversity

McKinley Park has a long history of being a working class immigrant community. In large part due to its strong industrial presence. The first wave of immigrants that settled in McKinley Park were the Irish who came in the early 1800s to work the Illinois and Michigan Canal. The completion of the Illinois & Michigan Canal, coupled with the Alton Railroad built in 1857, anchored the emergence of what would become a prominent industrial hub in the United States. Rapid industrial growth sparked economic development and population growth along the river and railroad resulting in a period of exceptional job growth, and a new subdivision. One of these noticeable industries was the Union Rolling Mill, founded in 1863 along the south fork of the Chicago River, producing 50 tons of rail per day. Rolling Mill employed many newly arrived Welsh immigrants, who lived in nearby homes on Ashland and Archer Avenues. This was about the same time that McKinley Park was officially annexed to the City of Chicago.

The Chicago fire also helped bring many newcomers to the community to join the local work force. It

was during this time period that the meat packing industries were created at the Union Stockyards south of the community. By the 1870s, many immigrants from Ireland, Germany, Sweden, England, and native-born Americans filled the growing job market that took place in what today is McKinley Park.

A New Wave of Immigrants

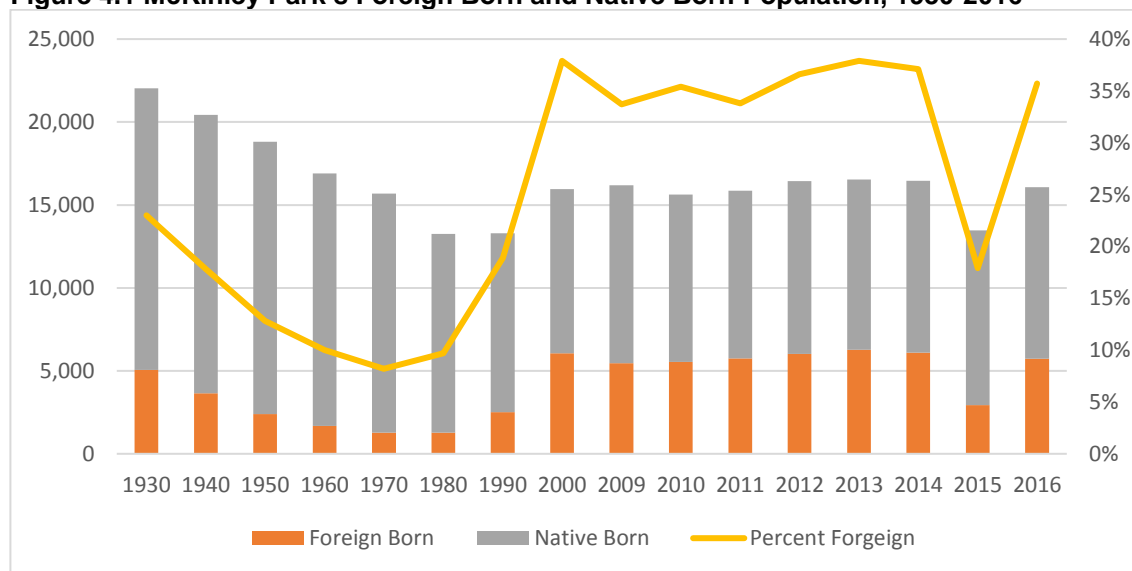
By the end of the 1990s, the total population in the community began to decline due to migration of city residents to the suburbs. Like many other Chicago communities in the late 1980's, many white residents experienced increasing financial means and moved to the suburbs. During this same time, a new wave of immigrants arrived in McKinley Park. The community's population experienced a growth of 2,665 new residents, largely due to many Mexican families entering the neighborhood. By the early 2000s, Latinos had grown by more than 87 percent (5,255 to 9,819 new residents).

McKinley Park has continued to diversify since 2000. From 2000 to 2010, McKinley Park's Asian, Black, and Latino population increased by 107 percent, 114 percent, and 5 percent respectively. Over the same period, McKinley Park's White population decreased by 40 percent.

McKinley Park Today

McKinley Park is primed for future growth and development as a vibrant community. This can be seen throughout the neighborhood, especially in recent developments. Today, McKinley Park's population has remained steady with a 2.9 percent increased from 2010 to 2016. A percent change higher than the city's 0.7 percent and the region's 0.8 percent. This growth is largely attributed to the continued increased in the Asian population (16 percent). On the contrary, the Black, Latino, and White population has decreased by 40 percent, 3 percent, and 3 percent respectively during this same period.

Figure 4.1 McKinley Park's Foreign Born and Native Born Population, 1930-2016



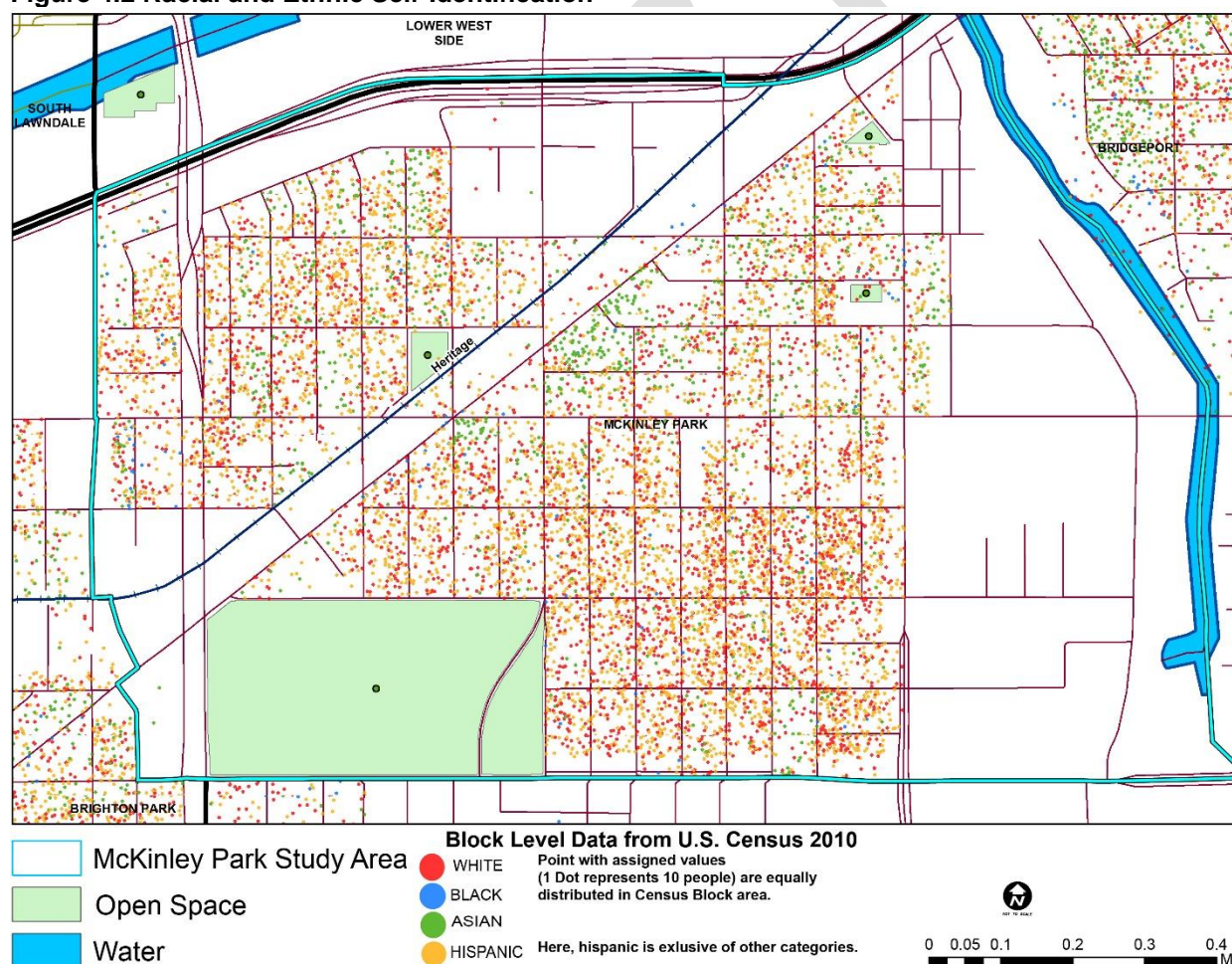
Source U.S Census, compiled at Paral, Rob "Chicago Community Areas Historical Data".

Diversity Among Current Residents

Self-reported data on race and ethnicity indicates that the study area is one of Chicago's more diverse communities, featuring relatively large populations of White, Latino, and Asian residents. Even before the influx of Latino residents in the early 1990s, or the more recent increase in Asian residents, many residents referred to this community as a "melting pot" with multiple ethnic pocket communities throughout McKinley Park.

As of 2016, McKinley Park's racial and ethnic composition includes a mix of 62.8 percent Latino, 18.2 percent Asian and 16.6 percent White, as seen previously in Figure 2.4. The racial breakdown shows a diverse community with large Latino population much like its neighboring communities. Figure 4.2 illustrates geographically the ethnic composition of the community evenly distributed across the community.

Figure 4.2 Racial and Ethnic Self-Identification



Source: Chicago Metropolitan Agency for Planning, 2018.

Income and Education Attainment

Households in the study area generally have lower median household incomes than those in the City of Chicago and the larger region (see Table 4.1). Approximately 60 percent of McKinley Park's households fall in lower income brackets, earning less than \$25,000 and between \$25,000 to \$49,000, (26.8 percent and 31.3 percent respectively) compared to the city and the region. Conversely, about 23 percent of households in McKinley Park make more than \$75,000, a portion significant lower than the city's 35 percent and the region's 43 percent.

One factor that influences an individual's income level is his or her level of education. In McKinley Park, 70 percent of the population has attained a high school diploma or higher, while 20 percent attained at least a Bachelor's degree. These numbers are lower than those in the city as a whole and the larger Chicago region. For a stronger, more equitable future, our region needs to ensure every resident and community has the ability to fully contribute to and benefit from the economy. The plan will recommend strategies to align local economic development with education and workforce development opportunities to ensure every resident has the ability to fully contribute to and benefit from the economy.

The Chicago Public Schools and parochial schools in McKinley Park reflect the neighborhood's diversity, and are an essential part of how new arrivals and longtime residents from diverse backgrounds interact and thrive together. The plan will explore opportunities to support local schools and community programming to ensure a bright future for McKinley Park's youth.

Table 4.1 Household Income, 2016

	McKinley Park		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	1,384	26.8	290,568	27.9	601,256	19.5
\$25,000 to \$49,999	1,616	31.3	226,528	21.7	617,120	20
\$50,000 to \$74,999	980	19.0	164,650	15.8	516,512	16.8
\$75,000 to \$99,999	452	8.8	113,273	10.9	392,099	12.7
\$100,000 to \$149,000	475	9.2	126,336	12.1	484,440	15.7
\$150,000 and over	251	4.9	121,224	11.6	470,503	15.3
Median HH Income	43,496		50,434		65,174	

Source: CMAP analysis of the American Community Survey five year estimates for 2012-2016.

Table 4.2 Education Attainment, 2016

	McKinley Park		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
High School Diploma or higher	7,332	70.5%	1,522,606	83.2%	4,971,509	87.5%
Bachelor's Degree or higher	2,035	19.5%	669,666	36.6%	2,138,471	37.6%

Source: CMAP analysis of the American Community Survey five year estimates for 2012-2016.

Housing Choice

The diversity of housing options and affordability, has benefitted both the new wave of residents and more established families. Residents and stakeholder's identify housing affordability as one, if not the main, attribute associated with them moving to McKinley Park. The neighborhood plan will explore opportunities to maintain the neighborhood's diversity by preserving affordable housing choices for young people, families, and seniors. This feature is described more fully in Section 5.

The Values of the Area's Diversity

Stakeholders who participated in interviews and residents who responded to the online survey often noted that they consider the area's diversity to be "one of its greatest assets." While acknowledging moderate tension between some older residents and newer members of the community from different cultures, one stakeholder commented, "we love that we have multiple micro communities within our community." Another stakeholder observed that the community is welcoming of all cultures and residents are eager to learn about other customs; the same person highlighted local faith-based institutions as well as the Aquinas Literacy Center as key assets. The Literacy Center offers assistance with English courses as well as other integration resources (majority ran by volunteers). The area's diversity is considered "an asset that should not only be preserved but also celebrated," as one respondent to the online survey put it.

Many acknowledged that there are challenges to maintaining this diversity, especially in the future, when many expect gentrification to raise residential and commercial rents. One stakeholder believed that this is the most pressing issue for the community to address. "Is this neighborhood going to remain a place that provides affordable housing for its mixed income residents?" the stakeholder asked. As another said, "we don't want to push current residents out." Everyone acknowledges that the community's housing variety is key, with multiple survey respondents noting, "I think it's important to have a mix of housing choices at all different price ranges in order to support a diverse community."

Another key asset of the community many residents noted was the small mom and pop businesses. Residents pointed out, however, that these long-time businesses are struggling. "I love McKinley Park because of the diverse pool of local businesses. With the neighborhood changing, how do we keep these small business from closing?" a respondent to the survey asked. Another respondent is concerned about businesses along 35th Street not having the best success rate and that everyday more of those long-time businesses are closing down, detailed in Section 7. The neighborhood plan will look for opportunities to reinvigorate the commercial corridors in McKinley Park and identify opportunities to support existing and new local businesses.

Section 5. Issue: Threats to Housing Affordability, Choices, and Quality

McKinley Park has long been a diverse neighborhood not only in terms of culture and ethnicity, but also in terms of income and the built environment. The area has benefited from having a wide range of housing options, such as rental apartments in large multifamily buildings, two- to four-flat buildings offering cheaper basement and garden units, historic bungalows, and large single-family homes. The variety of housing options has helped newly arrived and low-income residents remain in the neighborhood as their families grow and their finances improve. The neighborhood's housing choices offer a ladder – from low-cost rentals to home ownership – while allowing the continuity of staying close to the same schools, places of worship, social services, and familiar neighbors.

In stakeholder interviews, community meetings, and survey responses, many expressed a concern that the current or future trends in the area will narrow housing options for residents of McKinley Park. Several cited quality, affordable housing as a priority need for the area. “The neighborhood is traditionally affordable,” said one resident, “but rents are rising.” A longtime resident reported, “McKinley Park is a ‘hidden gem’ and everyone is eyeing homes here right now,” and pointed to rising rents elsewhere in the city and the neighborhood's appeal as causes. In many cases, stakeholders cited rapid recent developments in nearby neighborhoods such as Pilsen, Little Village and Bridgeport, fearing that the similarly strong affordable housing stock and access to transit in McKinley Park will make displacement of longtime residents inevitable.

Key Findings

- About 62 percent of housing units in the study area are in multifamily buildings, and 87 percent are renter-occupied. The diversity of housing options has been a source of stability, allowing residents who may initially rent smaller units to move up to larger units, and eventually to homeownership.
- While housing costs have increased since the 2008-era recession, McKinley Park prices remain low compared to other neighborhoods in the city. Preserving and creating opportunities for affordable housing will help protect existing residents against market pressures that could burden or displace residents.
- Households spending more than half their income on housing are considered severely cost-burdened. Based on data specific to the McKinley Park community area in the period from 2012 and 2016, 38 percent of owner households and 53 percent of renters are burdened by housing costs. This impacts their ability to spend money and support local businesses, as well as other daily necessities like health care.
- The neighborhood features a large amount of older but high-quality housing. About 65 percent of housing stock in McKinley Park was built before 1940. An analysis of building permit data shows easy permits as the primary type of permit request in the community. Easy permits are primarily for improvements/renovations, which have taken place at an even distribution throughout the community. New housing construction in the study area is concentrated on the

outer edges of the neighborhood, along Pershing Road, west of Western Avenue, and near Archer Avenue.

Appeal of Accessibility and Housing Options

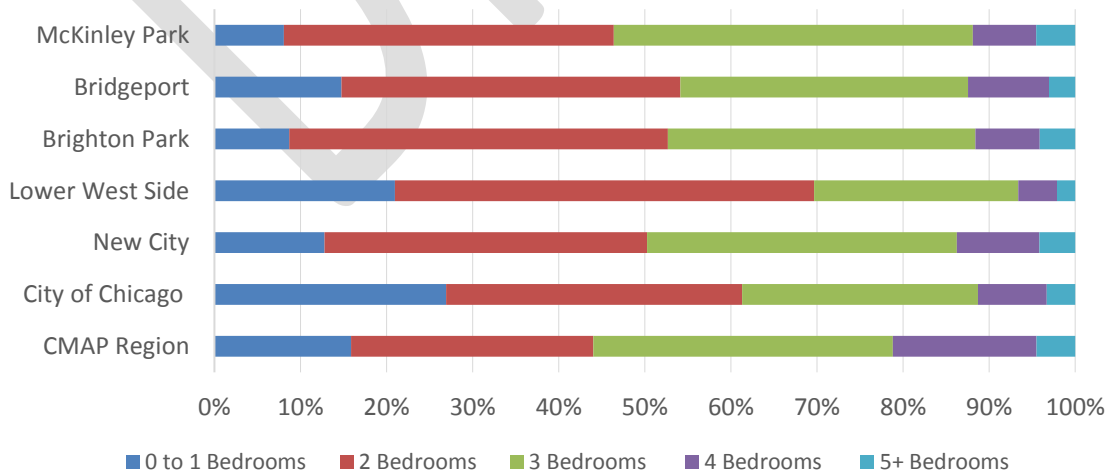
The major driver increasing interest in living in McKinley Park is the wealth of opportunities, good quality affordable homes, transportation options, and proximity to major employment centers. The study area offers easy access to downtown and Midway Airport via the CTA Orange Line, as well as to suburban job centers via the Stevenson Expressway (I-55). The excellent transportation offerings in McKinley Park puts a large number of jobs within reach of area residents, whether or not they have access to personal automobile.

The neighborhood features a large amount of older but high-quality housing. The majority of homes in McKinley Park were built before 1940 (64.5 percent) with only very few built in recent years (6 percent, built since 2000).

Beyond these attractive options for homeownership, McKinley Park has historically offered many options that are accessible for renters, lower income residents, and recent immigrants. About 62 percent of housing units in the study area are in multifamily buildings, and 87 percent are renter-occupied, similar to most surrounding community areas. Large apartment buildings and garden or basement units of smaller multifamily buildings offer a range of less expensive housing options, including units with sufficient space for families. About 8 percent of McKinley Park units are studios or have one bedroom, 38 percent have two bedrooms, and 42 percent have three bedrooms.

This distribution of housing unit sizes is similar to what is found in many nearby community areas, with the total percentage of 0-3 bedroom units comparable to all communities but Lower West Side (although the study areas has a higher percentage of 2-3 bedroom units than does the Lower West Side), see Figure 8.3. Overall, the diversity of housing options in McKinley Park has been a source of stability, allowing residents who may initially rent smaller units to move up to larger units, and eventually to homeownership.

Figure 8.3. McKinley Park Housing Size, 2012-16



Source: CMAP Analysis of American Community Survey Five-year Estimates 2012-16

Housing Costs

While many in the community shared concerns about rising rents and potential displacement, current data presents a more complicated picture.

Housing Rentals

Overall, asking rents for multifamily properties in the study area over the last 16 years have increased, see Table 8.1. Average nominal rents in the study area have increased steadily by 22.5 percent from 2000 to 2009, and by 31.1 percent from 2000 to 2016. During this same period, the Median HH Income of renter occupied households has only increased by 10.7 percent and 2.8 percent respectively, see Figure 8.5.

Incomes in the neighborhood are not keeping up with the increase cost of living. In 2016, renters spend about 23 percent of their household income on housing cost, compared to 20 percent in 2009, and 18 percent in 2000. When adjusted for inflation, the household median income of McKinley Park residents is comparable, if now lower, than it was 16 years ago. People who spend a high percentage of their income in housing have less to spend locally at restaurants, retail, and overall day-to-day needs.

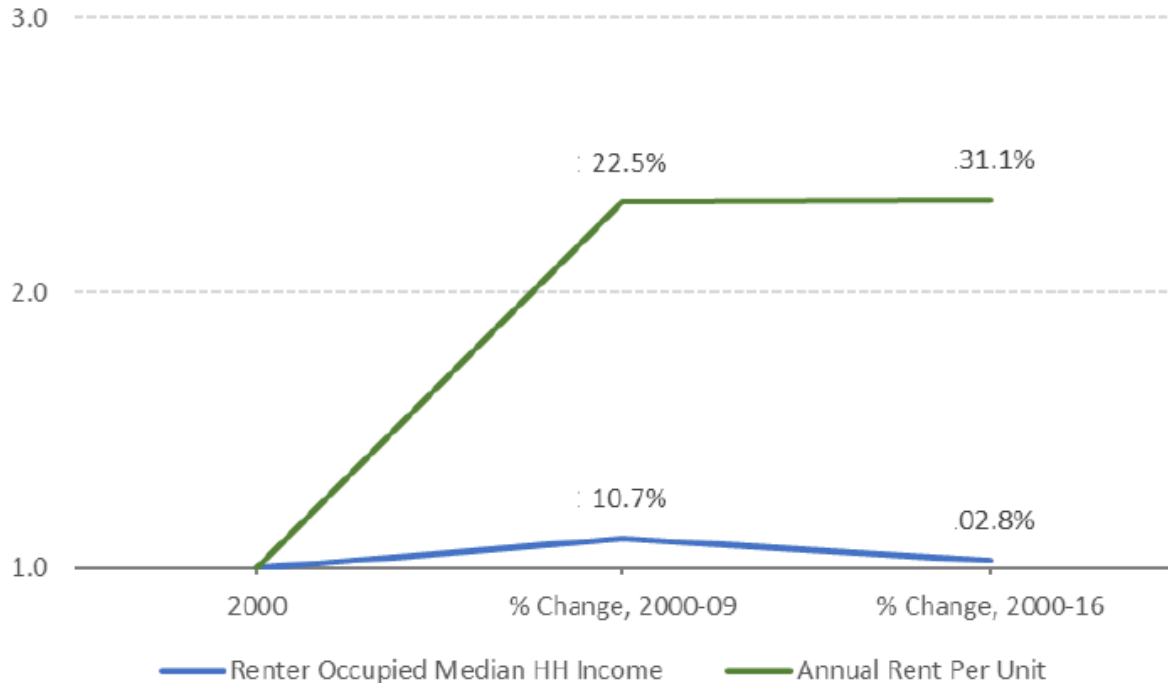
While asking rents have increased, the neighborhood's rents remain low compared to other neighborhoods in the city.

Table 8.1. Renter Occupied Median HH Income, Annual Rent Per Unit, and Percent of HH Income Spent on Housing, 2000, 2009, 2016

	2000	2009	2016
Renter Occupied Median HH Income	28,990	32,090	29,804
Annual Rent Per Unit	5,124	6,276	6,720
% of HH Income spent on Housing	17.68%	19.56%	22.55%

Source: CMAP Analysis of the 2000 U.S. Decennial Census data and American Community Survey Five-year Estimates, 2005-09 and 2012-16

Figure 8.5. Percent Change of Renter Occupied Median HH Income and Annual Rent Per Unit, 2000, 2000-09, and 2012-16

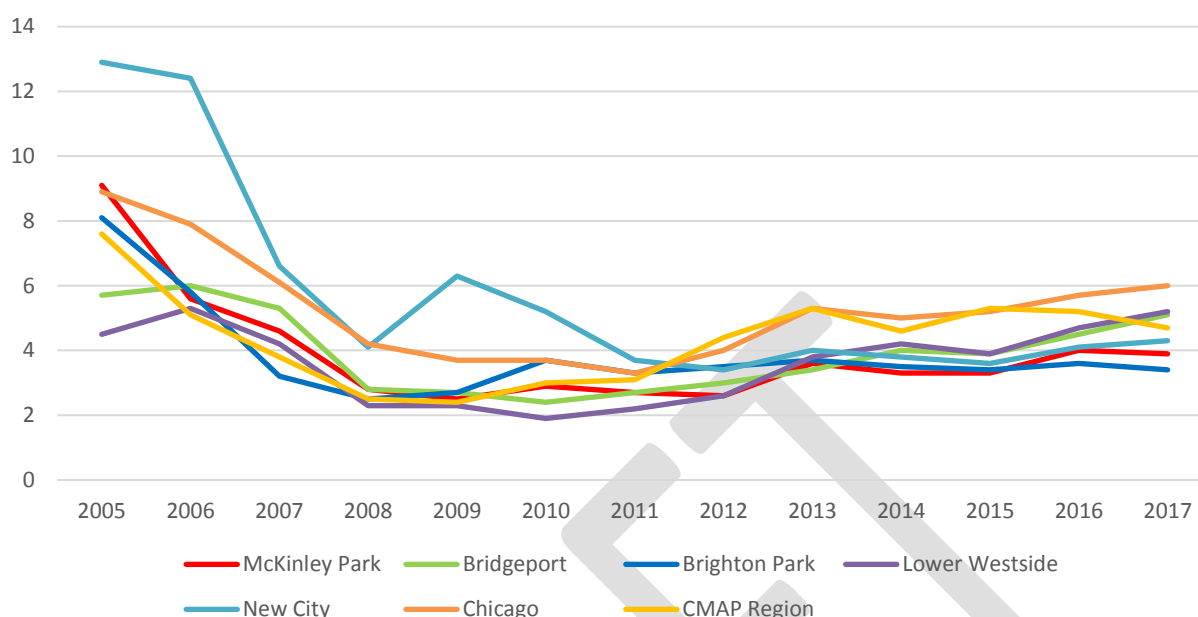


Source: CMAP Analysis of the 2000 U.S. Decennial Census data and American Community Survey Five-year Estimates, 2005-09 and 2012-16

Housing Sales

Housing sales activity in McKinley Park is very similar to that of other nearby communities, but the market is more sluggish than that for Chicago as a whole or the region (see Figure 8.5). The rate of home sales in McKinley Park remains below 2007 levels, but have increased slightly in recent years. Sales activity translates into changes in home prices. Based on the DePaul Institute for Housing Studies' analysis of U.S. Census data, nearly half of owner-occupied homes (51 percent) in the neighborhood are valued at below \$200,000, and an additional 44 percent are valued between \$200,000 and \$500,000. Under 4 percent of owner-occupied homes in the study area are valued more than \$500,000.

Figure 8.5. DePaul University Institute for Housing Studies Residential Sales per 100 Parcels, 2005-17



Source: DePaul Institute for Housing Studies, 2005-17

Income and Affordability

Housing affordability is not only a matter of housing cost. Household income and housing-influenced costs, such as transportation, are also major factors in residents' ability to afford to live in McKinley Park. As previously stated in Section 2, compared to the City of Chicago overall, the study area includes relatively more households with incomes between \$15,000 and less than \$75,000 a year. The median income is lower than that of Chicago overall but higher in the distribution of median incomes among nearby community areas.

Table 8.2 Household Income, 2016

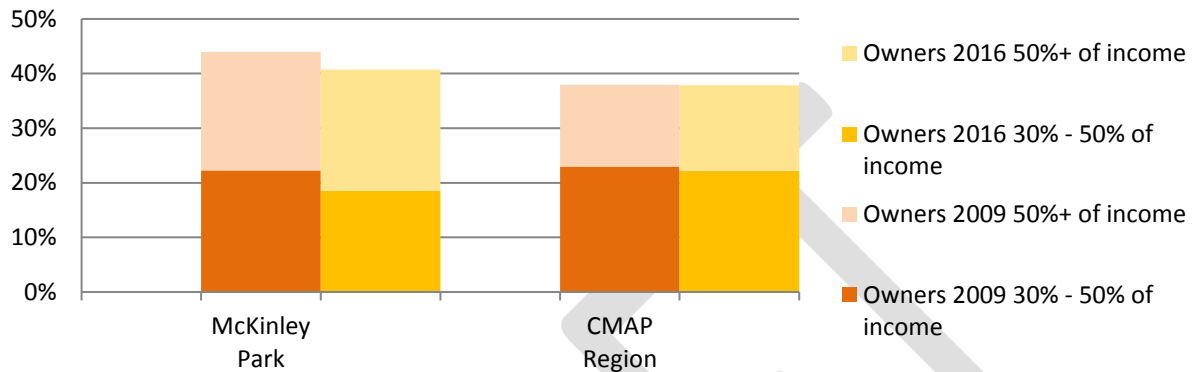
	Median Income
McKinley Park	\$43,496
Bridgeport	\$42,630
Brighton Park	\$38,673
Lower West Side	\$39,020
New City	\$30,623
Chicago	\$50,434
CMAP Region	\$65,174

Source: CMAP's Analysis of American Community Survey Five-year Estimates, 2012-2016

Households are considered to be housing cost-burdened if they spend more than 30 percent of their income on housing. Households spending more than half their income on housing are considered severely cost-burdened. Based on data specific to the McKinley Park community area, housing burden has moderately decreased for owner households in recent years (see Figure 8.7). In the period from 2012 and 2016, 38 percent of owner households were cost-burdened. A greater percentage (53 percent)

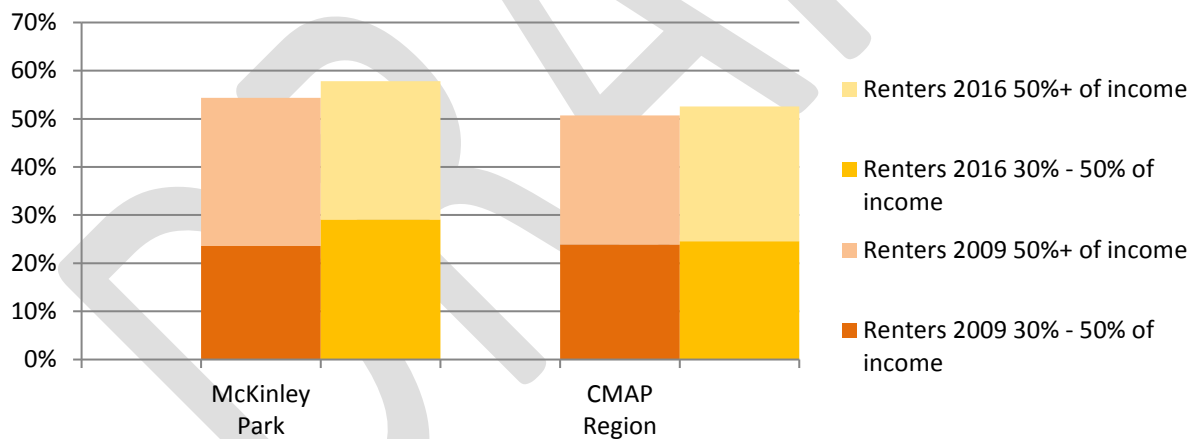
of renters are burdened by housing costs. The greater proportion of income that residents spend on housing costs impacts their ability to spend money in other areas and support local businesses, such as retail, restaurants, leisure activities, as well as other daily necessities like health care. As a result, these households consequently may move out of the community to find other less costly housing options.

Figure 8.7. Percent of Owner Occupied Households Paying More than 30% of Income on Monthly Owner Cost



Source: CMAP Analysis of American Community Survey Five-year Estimates, 2005-09 and 2012-16

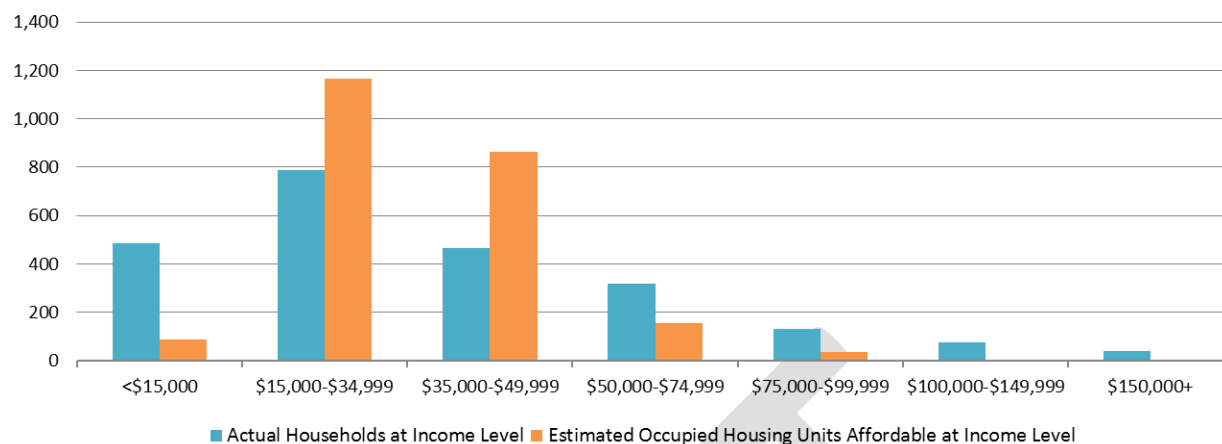
Figure 8.8. Percent of Renter Occupied Households Paying More than 30% of Income on Monthly Owner Cost



Source: CMAP Analysis of American Community Survey Five-year Estimates, 2005-09 and 2012-16

It is unsurprising that so many local renters are cost burdened because many rental households earn less than \$15,000 and there are very few local units affordable to households at that time level (see Figure 8.9). Instead, renters at this income level, must struggle to pay for units affordable to households earning between \$15,000 and \$50,000 (of which there are many in the community).

Figure 8.9. Comparison of Rental Household Incomes with Occupied Units Affordable at Each Income Level, 2012-16

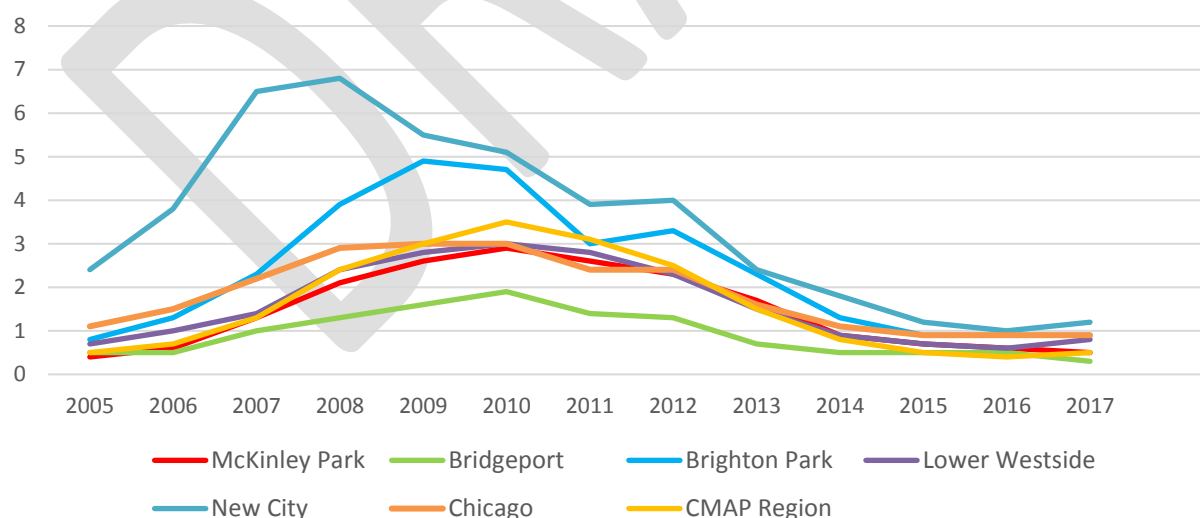


Source: CMAP Analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey Five-year Estimates, 2012-16.

Foreclosure and Vacancy

The post-2008 foreclosure crisis had a major influence on the study area's housing market. Foreclosure filings in the study area increased from 2005 and peaked in 2010 at 2.9 per 100 residential parcels. Since 2010, foreclosure filings have steadily decreased, which leveled out the study area's foreclosure rate with regional averages and lower compared to its surrounding community areas (except Bridgeport). As a result of the drastic increase in foreclosures between 2005 and 2010, the vacancy rate rose by eight percent between 2011 and 2015, according to data from the DePaul Institute for Housing Studies. Overall, McKinley Park has a lower vacancy rate than neighboring communities (Lower West Side and Bridgeport) and the city.

Figure 8.10. Total Foreclosure Filings in McKinley Park, 2005-2017

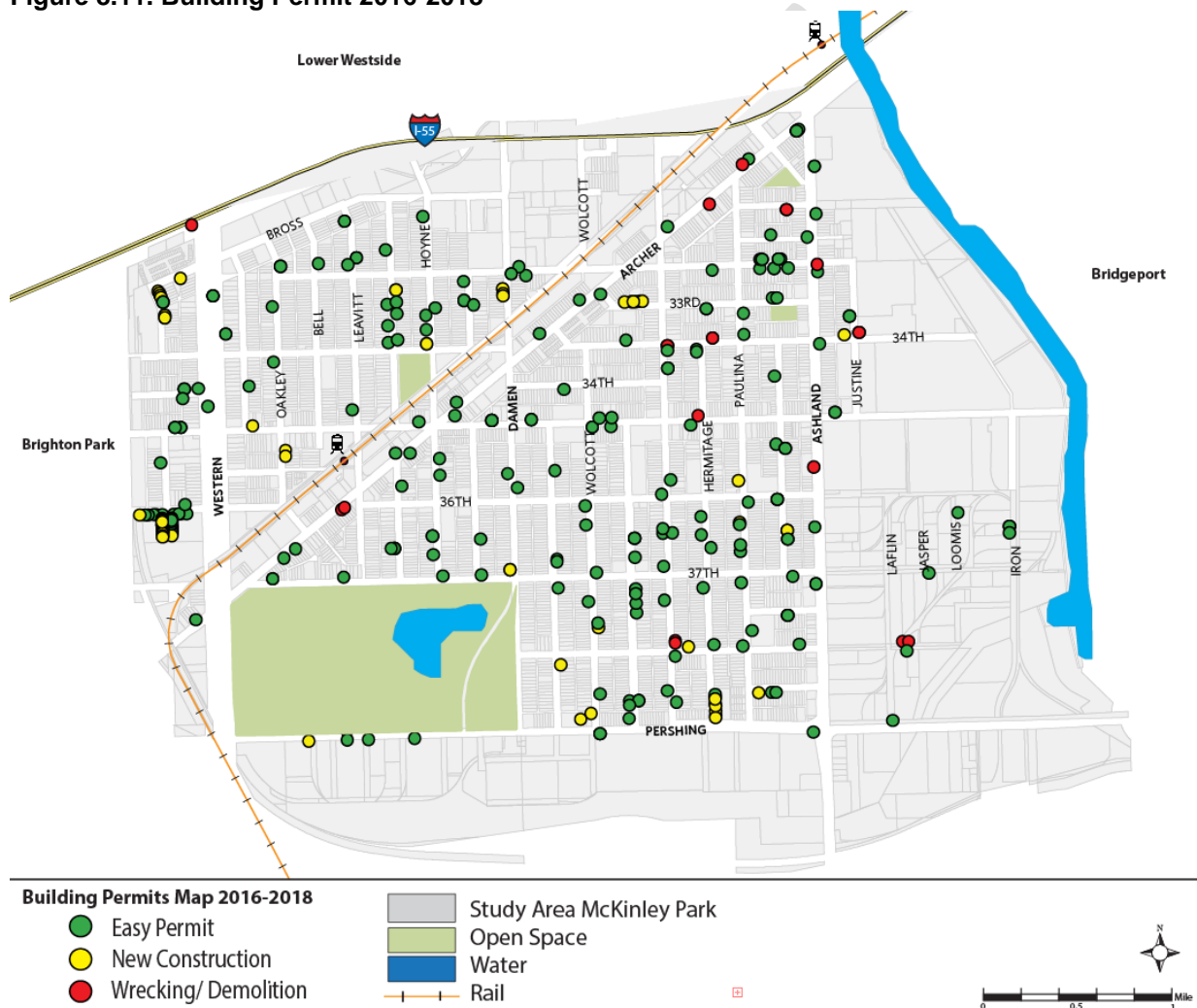


Source: DePaul Institute for Housing Studies, 2005-17

Building Permits and New Developments

An analysis of most recent permits for residential properties in the study area was analyzed to determine the intensity and type of investment happening in the community. Overall, the majority of building permit requests are for improvements/renovations (easy permit). Figure 8.11 illustrates an even distribution of improvements/renovations across the community with a few a demos (mostly concentrated in the northeast segment of the study area). The majority of new construction permits were requested for areas west of Western Avenue, along Pershing Road, and north of Archer Avenue.

Figure 8.11. Building Permit 2016-2018



Preserving Housing Choices and Affordability

The wide variety of housing options in McKinley Park has long driven its diversity. By offering multi-family apartments and single-family homes for rental or purchase, close to transit and high quality amenities, the neighborhood offers not just a port of entry for new immigrants, but the option to stay. To maintain the neighborhood's ethnic diversity, preserving affordable housing options for young people, families, and seniors will be crucial.

While new development offers one route to providing affordable housing, maintaining existing housing is equally important. The plan will explore strategies for preserving currently affordable units and examine opportunities for future development, particularly in areas with great access to transit. The next section of the report explores the concept of Transit Oriented Development (TOD) with an equity framework to preserve the rich character and diversity of the community.

Section 6. Opportunity: Equitable Transit Oriented Development

Stakeholders in the study area expressed interest in using their strong access to rail transit to attract commercial and residential development to McKinley Park. The two CTA Orange Line stations in McKinley Park are a major asset that attracts residents to key nodes and bring people from outside of McKinley Park to the neighborhood on a daily basis. Transit Oriented Development (TOD) concentrates residential and commercial development close to transit infrastructure in order to create density and foster a reduced dependence on automobile travel. Decreasing dependence on automobiles can lower the need to dedicate valuable land to parking and lower transportation expenses for residents. TOD is associated with a compact development style that prioritizes a mix of land uses that facilitate diverse activities in walkable distances around transit facilities. Well-planned mixed-use developments that capitalize on the central location of CTA stations can be catalytic projects for the neighborhood, enlivening the existing retail corridors by bringing additional customers, increasing high-quality retail and restaurant space, and enhancing the streetscape.

Key Findings

- Under the 2019 TOD ordinance, a large number of properties in the study area are TOD eligible. Eligible properties include those that are in the B, C, or M Districts and within 1,320 feet of the centerline of bus routes No. 9 Ashland, No. 39 Pershing, and No. 49 Western, as well as those within the same distance from the CTA Orange Line Stations at Ashland and at 35th/Archer. Recommendations in the plan will consider a TOD approach that places housing, employment, and other amenities near transit to create a compact, walkable, transit-served community.
- Preserving housing affordability was identified as a top priority for the community. The TOD ordinance stipulates a density bonus allowing development projects an additional FAR increase from 0.25 to 3.75 if at least 50 percent of the required affordable housing units are provided on-site and an additional 0.5 to 4.0 for 100 percent. Developers could also qualify for up to 100 percent parking reduction, which reduces overall cost of construction, making housing units much more affordable. The plan will include strategies aimed at avoiding displacement of residents and will identify opportunities for development near transit to encourage transit use and reduce auto dependency, which can lower transportation expenses, making urban living more affordable.
- CTA rail ridership at McKinley Park stations has remained steady but has declined in recent years. This could be attributed to the fact that the number of workers in McKinley Park decreased by 15.3 percent between 2005 and 2015. A TOD approach could help spark economic development helping retail developments near transit benefit because pedestrians using transit increase their customer base.
- While the zoning is in place for TOD eligible properties, transit-served areas conflict with high intensity permitted uses. This poses safety concerns to many pedestrians due to high traffic volumes. A TOD approach offers opportunities to create a safer pedestrian environment because more destinations can be accessed by transit and walking, and parking spaces can be shared between many locations. The plan will emphasized the importance of improvements

within transit areas by providing safer sidewalks and street crossings, landscaping, as well as programming and placemaking opportunities to help create a safer pedestrian environment.

- Investment in the community and transit infrastructure can significantly enhance opportunity for low-and moderate-income families, though resulting in property value increases can jeopardize this outcome. Strategies in the plan will promote eTOD to help developers, community organizations, and stakeholders fully understand the social and economic impacts of development near transit areas.

Transit Assets

McKinley Park is home to two CTA Orange Line stations: Ashland and 35th/Archer. The reported annual ridership in 2017 for the 35th/Archer Station was 956,194, with 501,966 boardings at Ashland. Of the almost nine million boardings of the Orange Line each year, roughly 11 percent occurs at the 35th/Archer station. As one of the younger rail lines in the CTA system, Orange line stations were built with cars and buses in mind. Large bus turn-arounds and some parking lots have limited the potential for transit-oriented development to locate adjacent to the stations.

CTA rail ridership at McKinley Park stations has remained steady but has declined in recent years. The decreased in rail ridership is not unique to McKinley Park. The CTA Orange Line as a whole has experienced a decreased in total ridership in 2016 and 2017. In spite of the decline in recent years, taking the combined total ridership for the Ashland and the 35th/Archer Stations, the number of riders boarding a train in McKinley Park has increased by 17 percent since 2010. This increase exceeds the total increase in CTA Orange Line ridership over the same period (11.8 percent).

Reasons for the decline in Orange Line ridership among McKinley Park stations are not clear but could be attributed to the fact that the number of workers in McKinley Park between 2005 and 2015 decreased by 15.3 percent. This trend will be further evaluated during later stages of the planning process.

Of the six CTA bus routes that service McKinley Park, two routes, No. 9 Ashland and No. 62 Archer, offer connections to the CTA Orange Line at the Ashland Station, and four routes, No. 35 31st/35th, No. 39 Pershing, No. 50 Damen, and No. 62 Archer connect at the 35th/Archer CTA Orange Station offering intermodal transfer.

Zoning in McKinley Park

The ability to attract TOD development depends in part on the zoning of transit station areas. Zoning districts in McKinley Park include Residential (R), Business (B), Commercial (C), Manufacturing (M), Parks and Open Space (POS), Planning Developments (PD), and Planned Manufacturing Districts (PMD). Zoning districts are further classified by a number indicating the allowable intensity of activity or development, from low-intensity and a narrow range of uses (1) to higher intensity and broader range of uses (3). Zoning designations for individual properties containing a second number preceded by a dash or a period, further defines allowable physical dimensions and arrangement of buildings on a property (i.e. bulk and density), including the number of floors, parking space and units; building height; and setbacks from property lines. Zoning districts with higher numbers after the dash (i.e. higher intensity and

density) are typically directed toward retail nodes and transit stations.

Residential Districts

Residential (R) districts promote a variety of housing options and maintain the desired physical character of Chicago's neighborhoods. Within the community, residential districts are predominately designated as RS (Single Family) classifications, while RT districts allow detached houses, two-flats, townhomes, and low-density multi-unit residential buildings at a scale that is compatible with surrounding single-family districts.

Residential districts in McKinley Park are predominantly designated as RS-3. The RS-3 designation emphasizes detached single-family homes, but also allows for two-flat homes, the dominant form in this district. There are also a number of RT-4 districts scattered throughout the community. This zoning designation, which allows for lower density multifamily units (up to three flat homes), is the second most prevalent in McKinley Park.

There are also a few RM (Multi-unit Residential) districts on the southwestern, southern and northeastern edges of the study area. This district accommodates a wide range of housing types, generally where moderate- to high-density development already exists or is desired.

Business and Commercial Districts

Business (B) districts may be described as retail nodes and corridors, including those found around transit amenities, while Commercial (C) districts are often in areas with higher traffic volumes and associated with major intersections and access to vehicle parking needs. Business and Commercial zones within the study area are largely found along main corridors of Ashland and Archer Avenues, and along Pershing Road. Key intersection points include Archer Avenue at Western Avenue, at 35th Street, and at Ashland Avenue.

Neighborhood Shopping District (B1)

This district accommodates a small-scale retail and service uses, typically occurring in areas with narrow streets and low traffic speed and volume. The physical characteristics of B1 districts are intended to reflect storefront-style shopping areas catering to pedestrians. Currently, there are only three B1 districts in the study area: at Ashland and 38th Place, and along 35th street at Paulina Street and at Archer Avenue.

Neighborhood Mixed-Use District (B2)

B2 is similar to B1 except it offers a greater range of development options, and can also be found at the intersections of major streets. This district also allows business or residential use on the first floor with residential units above. This district is primary concentrated on the northeastern segment of Archer Avenue and along 35th Street.

Community Shopping District (B3)

This district accommodates larger-format shops and allows for a broader range of retail and service establishments and uses than B1 and B2. Development in B3 districts are generally destination-oriented, with a large percentage of people arriving by vehicle or public transportation. Consequently, the requirement for off-street parking tends to be higher than in B1 and B2. This district is concentrated at the intersections of Archer and Honey Avenues and at 35th Street and Damen Avenue.

Neighborhood Commercial District (C1)

C1 permits more intense and auto-oriented commercial uses, requiring access to parking. This district accommodates a broader range of small-scale business, service, and commercial uses than B districts. This use is the most common commercial designation in McKinley Park. This designation covers areas along Ashland Avenue, Archer Avenue, and Pershing Road.

Motor Vehicle-Related Commercial District (C2)

C2 is intended to accommodate a very broad range of small-scale business, service, and commercial uses. This district represents the highest intensity of uses permitted under both B and C districts, including those involving outdoor operations and storage. Intended to be applied to large sites with primary access to major streets. The C2 district is mainly located along Archer Avenue.

Manufacturing Districts

Manufacturing (M) districts accommodate a variety of industrial uses ranging from warehousing to manufacturing to recycling and incineration. Within the study area, M districts are primarily designated M1 and M2. The M1 district accommodates light manufacturing and uses related to industry, such as wholesale and warehousing. This district is primarily located along Archer Avenue, with a few scattered locations on the edges of the community. The M2 district is comprised of larger larger parcels and located on the edges of the study area, within the CMD, on the northern segment of Ashland Avenue, and near the railines and the I-55 Expressway to accommodate for more intense manufacturing uses, as well as freight and recycling facilities.

Other Districts

Other significant zoning districts within the study area include Planned Development (PD), Planned Manufacturing Districts (PMD), as well as Parks and Open Space (POS). Planned Development districts are intended to provide flexibility in the zoning and building process, giving alderman and city planning staff more control in negotiation with developers and builders. PMDs permit all manufacturing uses and are designated as special service districts intended to protect the city's industrial base. McKinley Park is located adjacent to PMD 8, which is divided into two Subareas: Subarea A and Subarea B. PMD 8A wraps along the entirety of the north and southeast boarder of the study area while PMD 8B is located on the eastern segment of the study area between Ashland and the South Branch of the Chicago River. More information on PDs and PMDs is available in Section 8 of this report.

POS districts are home to regional and community scale parks, as well as smaller neighborhood parks and play lots. Open space uses are an integral part of this community and have been identified by many residents as McKinley Park's greatests asset. These regional and community spaces provide almost 73 acres of green space to local residents and visitors, particularly in the southwestern part of the study area where McKinley Park is located. Please reference Section 9 of this report for more on the River, Parks, and Open Space.

Chicago TOD Ordinance

In recent years, the City of Chicago has increased incentives for developers to build near transit infrastructure by allowing greater density and reducing how much parking must be provided for developments within walking distance of transit. A 2015 ordinance update more than doubled the distance around train stations where increased development density is permitted, and virtually eliminated car parking requirements within these districts. Under the updated ordinance, land zoned for business, residential, commercial, downtown, or industrial uses within 1,320 feet (.25 mile) of a train station has no required parking for non-residential uses and can potentially reduce parking for residential uses to zero. This ordinance aims to create more housing and development around transit, encouraging transit use and reducing auto dependency. The ordinance makes it more affordable for developers to build compact, mixed-use configurations in Chicago's neighborhoods. A high density of mixed uses can be served by a lower density of parking because more destinations can be accessed by transit and walking, and parking spaces can be shared between many locations.

Effective January of 2019, the TOD Ordinance was expanded to high-frequency bus routes, including Ashland Avenue, Western Avenue, and Pershing Road. Properties that are in B,C,D, or M Districts and within 1,320 feet of the centerline of an identified Bus Line Corridor (or within 2,640 feet along a Corridor on a "Pedestrian Street") are eligible for the same bonuses as properties around rail stations.³

The current ordinance also stipulates a density bonus, allowing developers to build more square footage depending on the underlying zoning of the parcels. The TOD ordinance establishes "overlay" zoning, meaning it superimposes certain requirements and possibilities to the zoning of parcels near transit, but does not alter the requirements of the underlying zoning. The density bonus of the TOD ordinance applies only to parcels that are already zoned for relatively dense development. To qualify, a parcel must be zoned in a Business, Commercial, or Downtown district with a floor area ratio (FAR) of 3. All development projects in B-3 and C-3 districts, which (1) provide no more than one parking space per dwelling unit, and (2) are in accordance with Sec. 17-13-0905-F, may increase the maximum FAR standard to 3.5.⁴

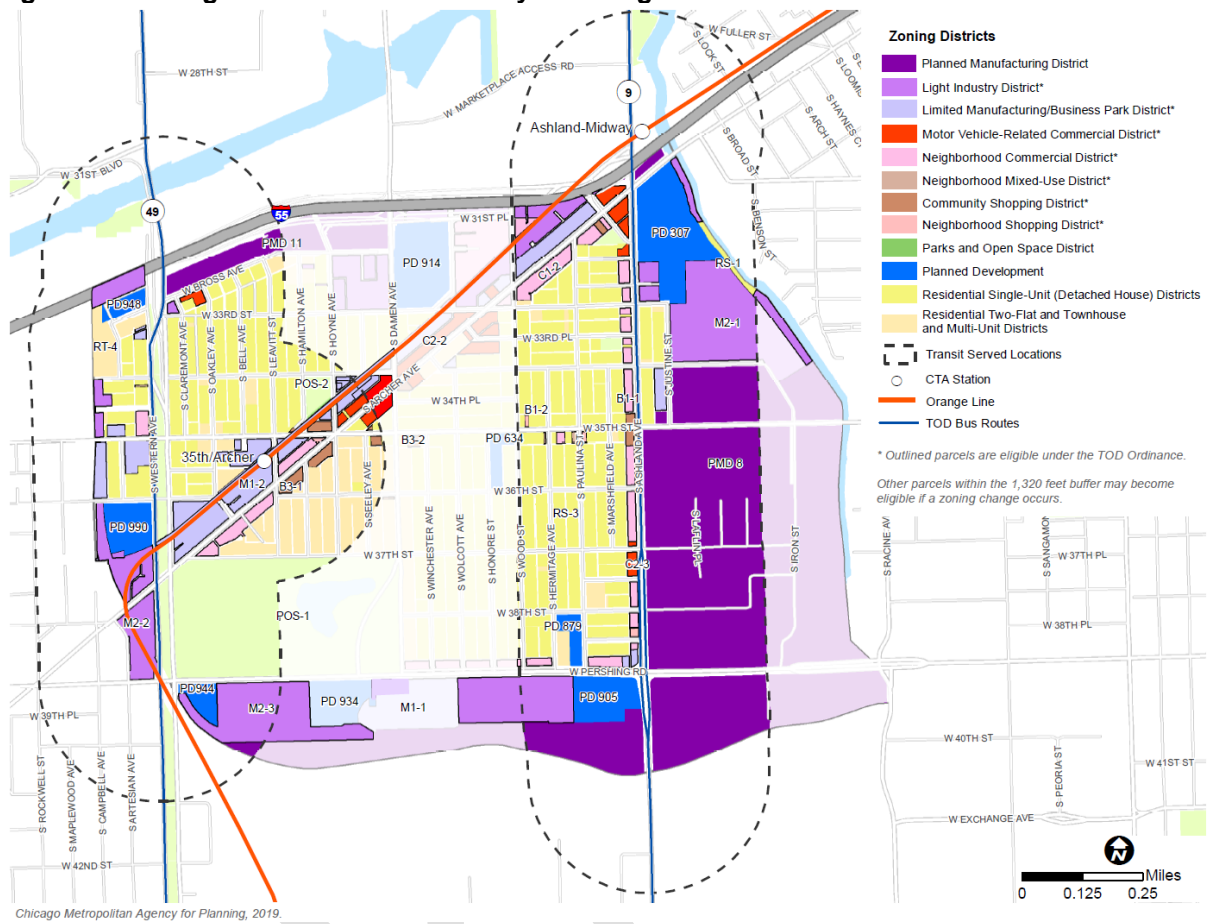
Development projects in B-3 and C-3 districts that qualify for—and are granted—a FAR increase of 0.5 under Sec. 17-3-0403-B, may also qualify for an additional FAR increase for on-site affordable housing units—an additional .25 to 3.75 if at least 50 percent of the required affordable housing units are provided on-site, and an additional 0.5 to 4.0 for 100 percent.

The majority of parcels classified B-3 and C-3 districts in the study area are located along Archer Avenue, at 35th Street (B1-3), Damen Avenue (C1-3), and between Wood Street and Paulina Street (B2-3). Developers who wish to take full advantage of the new ordinance by building higher density projects would first have to complete the typical zoning change and planned development process.

³ City Council Approves Mayor Emanuel's Plan to Expand the City's Transit Oriented Development Policy to Eight Bus Corridors Across Chicago, Planning and Development, City of Chicago, January 23, 2019
<https://www.chicago.gov/city/en/depts/dcd/provdrs/admin/news/2018/december/mayor-emanuel-moves-to-expand-the-city-s-transit-oriented-develo.html>

⁴ Transit-Oriented Development (TOD) Ordinance (revised 9-24-15), <http://chicago47.org/wp-content/uploads/Transit-Oriented-Development-TOD-Ordinance-rev.-9-24-15.pdf>

Figure 6.1 Zoning and Parcels in McKinley Park Eligible under the TOD Ordinance



Source: Chicago Metropolitan Agency for Planning, 2018.

Pedestrian Environment

Passed in 2013, and updated in 2015 and 2018, the city's TOD ordinance enables and incentivizes higher density in ½-mile radius around transit assets. Placing housing, employment, and other amenities near transit creates compact, walkable, transit-served communities while improving the health of residents and promoting a high quality of life.

Walkability was cited by many as one of the most important factors in the health and vitality of the community. Elements of a walkable neighborhood include a central attraction, main street, or public space; buildings close to the street, and complete streets designed for safe travel for all modes –foot, bicycle, transit, and car. Housing density, access to amenities, stores, parks, and places of work are all important. Parking can also be important to walkability, as is the need to manage the supply of parking.

Walkable neighborhood design promotes the economic vitality of the area as most residents can meet all their basic needs within a short walk from their home, often cited as between one-quarter mile and one-half mile. Walkability is especially important to the senior population in McKinley Park that wants to stay healthy and active. In McKinley Park, many residents in the community are very active and choose active transportation for their shopping, recreation and daily needs. However, residents emphasized the importance of improving the aesthetics of commercial corridors by providing safer sidewalks and street crossings, landscaping, as well as programming opportunities for placemaking. Archer and Ashland Avenues were noted as a priority for improvement, which residents described as “auto-oriented high traffic corridors.”

The 5 “D’s”: Density, Diversity, Design, Destinations, and Distance to Transit

Much of McKinley Park was built out before widespread use of the automobile and fulfills the requisite needs of the 5 “D’s.” The building scale is oriented to the pedestrian, and the area has not lost much land to surface parking lots (compared to other neighborhoods). Obviously, this is not true of all streets in the study area; certain streets are oriented to the automobile, but as a whole, McKinley Park fares well in design.

Diversity refers to how many different uses coexist in a place and how close together they are. If a section of the street is all nightclubs, it will be empty during the day and very crowded at night. Alternatively, if a café, nightclub, hardware store, and a grocer all occupy the same block; the streetscape will be lively throughout the day into the night. A broad mix of businesses combined with a diverse array of housing options means that people can work close to where they live, and access many businesses on foot. McKinley Park scores very high on walkability in this sense, but on a block-to-block scale, there are some areas with limited diversity of uses, particularly along Ashland Avenue, south of 35th Street.

There is relatively high population density and plenty of destinations to visit in McKinley Park. The area is also very well-supported by transit. Three bus routes offer “night owl service” in the area, the entire study area falls within a quarter mile of a bus stop, and most of it falls within a half-mile of the CTA Orange Line station. There are two functioning Divvy bike share stations, and several stations just outside of the study area.

The City of Chicago Zoning Ordinance can specifically designate a street as a “Pedestrian Street” if they have a high concentration of uses along streets with a right-of-way of 80 feet or less, have a continuous

pattern of buildings with entrances and storefronts abutting the sidewalk, and have few vacancies. This designation prohibits curb cuts or driveways for vehicles access to buildings, requires parking to be behind the building and accessed from the alley, and allows for no off-street parking requirements for non-residential uses under 10,000 sq. feet. While McKinley Park does not have any designated pedestrian streets, the community could explore opportunities to designate 35th Street a pedestrian street to help attract businesses and residents to the community.

Opportunity for Equitable Transit Oriented Development

In many ways, TOD has been happening in McKinley Park for many decades. The typical form of TOD, which emphasizes a mix of different uses at walkable densities, is familiar to anyone who spends time walking on 35th Street or Archer Avenue. Low- to mid- rise buildings with retail and restaurant uses on the ground floor, with residential uses above, have been present in McKinley Park for many decades. Today, Archer Avenue continues to offer a variety of retail options and services but poses safety concerns to many pedestrians due to its high traffic and volume. And while 35th Street may be more pedestrian friendly, the variety of retail and commercial uses have diminished over the years.

The areas surrounding the CTA Orange Line stations offer an excellent opportunity to pursue future transit oriented development, given the density of housing by both stations and bus ridership at each station. Investment in the community and transit infrastructure can significantly enhance opportunity for low- and moderate-income families, though resulting property value increases can jeopardize this outcome.

While many stakeholders expressed interest in the potential of TOD to spur development and improvements to the neighborhood's commercial corridors, they also expressed reservations about how it could change the neighborhood. For some, TOD calls to mind other Chicago neighborhoods, such as Logan Square and Wicker Park, that have seen large buildings of luxury apartments and condominiums constructed near CTA stations. "We need the density to support and attract local businesses," said one resident, "but it should include affordability and the preservation of the neighborhood's diversity and character." Stakeholder interviews and public survey input suggest that many want to preserve the diversity of the community and make sure that the area remains affordable to low- and moderate-income families.

The plan will use an eTOD framework that measures the social and economic impacts of development near transit areas to help keep the neighborhood affordable while still enjoying the benefits of transit-oriented redevelopment and economic development. The next phase of the planning process will walk MPDC and residents through a visioning exercise to further explore this concept of pursuing compact, mixed-use development with access to jobs, neighborhood-serving stores and other amenities that serve the needs of low- and moderate-income people.

Section 7. Issue: Condition of Commercial Corridors

This section discusses the potential of McKinley Park's commercial corridors. The community's location and robust transportation network have attracted a range of industries that account for over 62 percent of businesses in the community. Major businesses range from retail trade, to accommodation and food services, and manufacturing (18.2 percent, 10.1 percent, and 6.2 percent, respectively), while also including smaller percentages of construction, and finance and insurance. However, each corridor has its own unique challenges that limit its potential to attract more residents and visitors to McKinley Park.

Key Findings

- While the community faces strong competition from nearby shopping retailers, shoppers both in McKinley Park and from surrounding areas come into the community to shop. Retail demand data indicates potential to capture some retail dollars currently being spent outside of the market area. The plan will explore strategies to attract new economic development opportunities while also identify ways to promote and retain existing businesses.
- The proximity to the I-55 Expressway generates high traffic along main north-south thoroughfares in McKinley Park, particularly along Ashland Avenue, Damen Avenue, and Archer Avenue. It is therefore unsurprising that properties along these roads are zoned for auto-oriented shopping and services. Identifying gateway and traffic calming opportunities will help market McKinley Park to commuters and visitors while also improving safety and mobility for all travelers.
- Although sidewalks are available on both sides of most roads in the study area, proximity to fast-moving traffic and lack of streetscaping elements make walking and biking uncomfortable and unsafe, particularly along Archer and Ashland Avenues. Traffic calming, pedestrian and cyclist safety improvements, and transit priority will be recommended in the neighborhood plan.
- Conversely, 35th Street is designed to accommodate pedestrian-oriented commercial development. However, stakeholders are concerned with the vacancy and turnover rate along the corridor. Innovative approaches to foster a supportive business environment through a coordinated effort will be examined in the neighborhood plan.

Retail Market Trade Area

Retail services are concentrated along Archer Avenue, 35th Street, and Ashland Avenue; they include a mix of beauty services and food establishments. Community outreach underscores a desire for more retail and dining options in McKinley Park, particularly on Archer Avenue and 35th Street. Similarly, business owners have highlighted vacancies and business support as significant economic development issues to address. Some stakeholders indicated that residents often leave McKinley Park to fulfill basic shopping needs like buying a cup of coffee, clothing, or grabbing a bite to eat. The limited availability and low quality of existing retail options in McKinley Park may represent an opportunity for new commercial development.

Retail Gap Analysis

A retail gap analysis identifies potential spending that could be absorbed by new or existing businesses within the community. For the purposes of this analysis, retail supply and demand data were analyzed for surplus and leakage industry groups in McKinley Park and surrounding Chicago Community Areas (CCA). The retail gap analysis compares the sales of businesses (“supply”) with what consumers spend (“demand”) to determine the amount of retail leakage or surplus occurring across various retail categories. Retail leakage is the result of residents making purchases at retailers outside of the community or online.

Overall, the McKinley Park study area has a total surplus of \$38.9 million, see Table 7.3. Businesses with the top surplus numbers include Food and Beverage stores at \$83.3 million (with most of that number being generated from sales at grocery stores), General Merchandise stores at \$17.5 million, and Food Services and Drinking Places at \$4.1 million (with Restaurants accounting for about \$5 million of that number).⁵

The McKinley Park community also faces strong competition from nearby shopping districts in the Lower West Side CCA (which includes predominantly the Pilsen neighborhood), which generates over \$307 million in surplus (particularly from Food and Beverage stores and General Merchandise stores). The top leakage category in McKinley Park is Motor Vehicle & Parts Dealers (-\$24.7 million) followed by Gasoline Stations (-\$3.7 million) and Nonstore Retailers (-\$3.5 million).

⁵ When combined with leakage numbers it lowers the total number

Table 7.1 Top Surplus and Leakage Categories in McKinley Park and Surrounding CCAs, 2018

	McKinley Park Study Area	Bridgeport/Canaryville	Brighton Park	New City	Lower West Side
Retail Gap By Industry Group	(\$M)	(\$M)	(\$M)	(\$M)	(\$M)
Total	\$38,9	(\$210,1)	(\$85,8)	\$36,6	\$307,3
Books & Music	—	\$2,1	—	—	—
Building Materials	—	—	\$13,6	—	—
Clothing & Accessories	—	—	—	\$47,8	\$42,1
Electronic & Appliances	—	—	—	—	(\$7,9)
Food & Beverage	\$83,3	(\$26,3)	—	\$37,9	\$156,4
Food Services & Drinking	\$4,2	—	(\$8,9)	—	—
Gasoline Stations	(\$3,7)	—	\$24,2	\$11,0	—
General Merchandise	\$17,5	(\$69,9)	(\$39,3)	—	\$104,6
Health & Personal Care	—	—	—	—	(\$9,3)
Home Furnishing	—	\$4,4	—	—	—
Miscellaneous Store Retailers	—	\$65,0	—	—	—
Motor Vehicle & Parts Dealer	(\$24,7)	(\$70,7)	(\$23,9)	(\$41,8)	(\$50,6)
Nonstore Retailers	(\$3,4)	—	—	(\$7,2)	—
Office Supplies	—	—	\$1,5	—	—
Specialty Food	—	\$28,5	—	—	—

Source: CMAP analysis of ESRI 2018 data.

Major Commercial Corridors

Archer Avenue

Archer Avenue, from the South Fork of the Chicago River to Western Avenue, travels diagonally through the community, crossing other large corridors (Ashland Avenue, Damen Avenue, and Western Boulevard) and passing large community institutions such as McKinley Park. The corridor provides access to the Mariano's Grocery Store and Riverside Square (Charter Fitness, T-Mobile, Party City) northeast at the Chicago River, and is home to various neighborhood commercial, residential, and mixed-use nodes moving southwest. The corridor is home to the only CTA train station within the study area boundary, the Archer/35th Orange Line Station - outreach to community constituents has pointed to an interest in seeing transit oriented development around the station so long as units remain affordable to the community. Archer Avenue also boasts the office location of several elected officials, including Cook County Commissioner Alma Anaya, 12th Ward Alderman George A. Cardenas, and State Representative Theresa Mah.

The corridor appears reasonably accessible for pedestrians with connected sidewalks and the Orange Line 35th/Archer Station (with a Divvy Station), and for drivers with plenty of on-street parking. The average daily traffic count (ADT) along Archer is at 25,800, the highest inside of the study area. Although conditions appear to lead to a walkable corridor, outreach to various residents, business owners, and community stakeholders has revealed that Archer Avenue is car-centric with fast moving traffic and not pleasant for walking.

Future strategies for the plan may encourage business located on this corridor to ensure the high traffic counts and density desired by businesses remains, but with safer pedestrian access and crossings. Residents and business owners would also like to see banners signaling a commercial district, along with other streetscape enhancements such as planters on light posts. The recommendations in the plan will identify missing connections, areas for lighting enhancements, and infrastructure changes to improve safety and mobility of all travelers –the existing Archer/Western TIF District may potentially serve as a future funding source for improvements along the corridor.

Table 7.1 Archer/Western TIF District

Termination Year	2033
Fund Balance in 2016	\$662,515
Size (acres)	413
Key Projects	SBIF Funding Ordinance of 2016

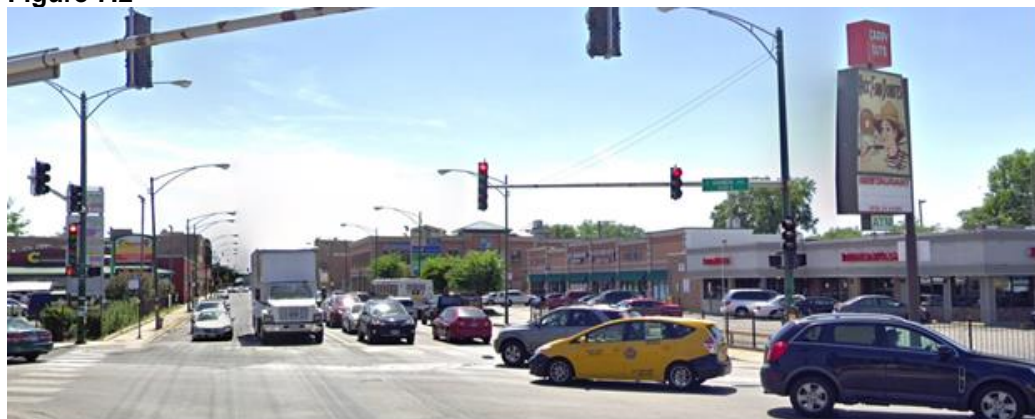
Source: City of Chicago Data Portal – TIF Portal (2018)

Figure 7.1



The intersection of Archer Avenue and 33rd Place shows a mix of older and newer residential developments to the left, and a newer strip mall to the right.

Figure 7.2



Significant commercial uses are located at the intersection of Damen Avenue including Huck Finn Donuts, Cermak Produce, BMO Harris Bank, Treasures Depot, and Access Family Health Center.

35th Street

35th Street, from the South Fork of the Chicago River to Western Avenue, travels east-west across the community intersecting with major corridors (Ashland Avenue, Archer Avenue, Damen Avenue, and Western Avenue) and large institutions and employers (McKinley Park Public Library, ComEd Chicago Training Facility, and Pepsi Beverages). The corridor has a mix of uses including residential, commercial, and mixed-use, with a couple of smaller gated vacant lots and one large vacant lot at Leavitt Street. Industrial facilities, such as Pepsi and ComEd, are located just east of Ashland Avenue and stretch to the South Fork of the Chicago River. While larger commercial nodes are distributed throughout the corridor, outreach to the community has identified the lack of commercial space on 35th Street as a major challenge to the community's future. Examples of businesses that constituents would like to see include coffee shops, sandwich shops, wine shops, and yoga studios.

The corridor has well-maintained, connected sidewalks, pedestrian and decorative street lighting, and plenty of tree coverage. In addition, there is on-street parking along the majority of the corridor, making it accessible to both pedestrians and vehicles. The average daily traffic count (ADT) varies between 8,850 and 23,100, with the highest peak at Western Boulevard.

Future strategies for the plan may explore how existing business owners can be supported through the formation of a formal business association and stronger relations with City of Chicago programs, as well as strategies for retaining and attracting new businesses. Residents and business owners would also like to see more beautification efforts with more garbage bins, planters on light posts, and signage and branding indicating a lively and vibrant commercial corridor. The existing 35th Street/Halsted TIF District may potentially serve as a future funding source for business improvements along the corridor.

Table 7.2 35th Street/Halsted TIF District

Termination Year	2021
Fund Balance in 2016	\$27,609,821
Size (acres)	518
Key Projects	SBIF Funding Ordinance of 2013, 35 th Street Bridge Improvements, Miracle-Pepsi rehab of warehouse and distribution facility.

Source: City of Chicago Data Portal – TIF Portal (2018)

Figure 7.3



The ComEd Chicago Training Center and Pepsi Beverages are located just east of Ashland Avenue.

Ashland Avenue

Ashland Avenue, from the Stevenson Expressway to the rail line, travels north-south across the community and is home to the area's densest commercial district at Riverside Square on the northern end, and large vacant industrial buildings and parcels south of 35th Street, see Figure 7.4.

The corridor has well-maintained and connected sidewalks, on-street parking along the majority of the corridor, and ample parking lots particularly for the number of shopping plazas north of 33rd Street. The average daily traffic count (ADT) varies between 14,600 and 20,000, with its highest peak at Archer Avenue. Outreach to community residents has identified Ashland Avenue as unsafe for walking and biking due to heavy truck traffic and dangerous crossings, as well as a difficult corridor for driving due to the number of potholes. Future strategies for the plan may explore manners in which pedestrian accessibility is improved, road infrastructure is better maintained, and lot consolidation is considered to provide larger spaces for optimal redevelopment opportunities.

Figure 7.4



Caption: Vacant industrial buildings and parcels are common along the east side of Ashland Avenue beginning at 35th Street and traveling south to the end of the study area.

Section 8. Opportunity: Innovate the Central Manufacturing District

The following section discusses McKinley Park's historic ties to the CMD, and provides an overview of the existing industrial real estate inventory as well as employment trends. This section also presents existing and permitted uses in the neighborhood's industrial districts, and discusses the potential of innovative uses for the CMD, based on community input.

Key Findings

- A significant portion of McKinley Park (26.6 percent) is devoted to manufacturing and industrial uses. In addition to the CMD, the neighborhood is located within the boundaries of two PMDs. Each PMD has specific zoning regulations that determine the permitted and special uses.
- While the CMD remains a strong economic asset, residents are concerned about the close proximity of industrial uses to residential areas. The community envisions a new direction for industrial uses and sees public engagement in the development process essential to realizing that vision.
- Two buildings within the CMD are part of a global C40 Reinventing Cities competition to transform underutilized sites as beacons of environmental sustainability and resilience. Supporting these type of sustainable renewal projects offer opportunities to maintain jobs locally and ensure the health and well-being of residents.
- Connecting existing and potential new businesses with assistance programs and resources, as well as creating workforce training and employment opportunities for local residents, was a top priority identified for the plan.
- Excellent access to the region's freight rail network and easy access to the interstate makes it appealing for industries to locate in the CMD and PMDs. However, the truck traffic generated from these uses presents environmental and mobility challenges for local residents. The plan will identify and provide solutions for mitigating the negative impacts of freight on adjacent land uses.

Historically, McKinley Park was home to the once bustling CMD, which spans the neighborhood's southern border. As seen in Table 6.1, industrial square footage makes up the majority of commercial real estate square footage in the neighborhood. As of the third quarter of 2018, there were 5.8 million square feet of industrial space within McKinley Park, with a vacancy of 11.3 percent. This vacancy rate is higher than the surrounding South Chicago submarket (4.4 percent) as well as the City of Chicago as a whole (5 percent).

Over the past decade, industrial vacancy in McKinley Park rose from 19 percent in 2008 to a high of 24.8 percent in 2013. Since 2013, however, vacancy rates have declined with tenants moving into the area's industrial spaces. Approximately 88 percent of industrial buildings in McKinley Park are currently occupied. As seen in Figure 6.1, in 2017 the net absorption of industrial space was the highest it has been in a decade, which means that more tenants were moving in than moving out of industrial

properties in the neighborhood.

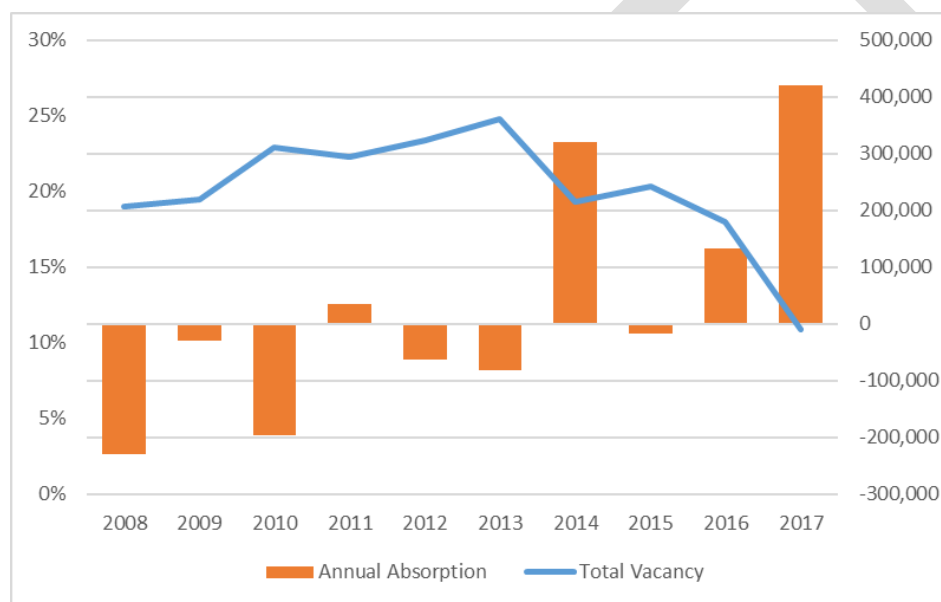
Table 8.1. Commercial Real Estate Square Footage and Vacancy by Type, Q3 2018

Building Type	Total Rentable Building Area (SF)	Total Vacant Rentable Building Area (SF)	Vacancy Rate (%)
Industrial*	5,876,597	664,200	11.3
Office	1,826,062	27,900	1.5
Retail	865,899	34,256	4

Source: CMAP analysis of CoStar data

*Includes Flex Properties

Figure 8.1. Annual Industrial Inventory Vacancy and Absorption in McKinley Park, 2008-2017



Source: CMAP analysis of CoStar data

Central Manufacturing District (CMD)

Through the outreach process, stakeholders have identified the revitalization of the CMD as an opportunity to attract non-polluting businesses to the neighborhood. Some residents suggested that the CMD should have mixed use spaces, including residential, commercial, and light industrial properties. Others suggested that eco-industry businesses, such as indoor farming facilities, shared kitchens, and food incubators would fit well with the CMD. Overall, there was a consensus that the potential uses within the CMD should provide jobs for the neighborhood without having an environmental impact on the community.

History of the CMD

Created in 1905 by an East coast inventor, Frederick Henry Prince, the 265-acre CMD was the first planned industrial district in the nation. Within ten years of its development, the district was expanded and housed more than 200 firms including a mix of light industrial, heavy industrial, as well as warehouse and distribution companies. Big name companies like Wrigley, Spiegel, and Goodyear operated within the district and were the area's major employers. Many of the buildings within the CMD had direct rail connections. This made the shipping and transportation of goods convenient, even for the smallest companies operating within its premises. Aside from its excellent rail connection, the CMD offered combined district-based utilities, banking, business incubator services, and even had its own police force. For much of the 20th century, the bustling district was a thriving part of Chicago's manufacturing sector and became one of the largest industrial parks in the world.

Today, the CMD's historic buildings stretch along Pershing Avenue, from Oakley Ave to Paulina Street, and encompass several zoning districts, including residential (RT-4), commercial (C1-3) and manufacturing (M1-1, M2-3). Each of these zoning districts has different permitted uses, which are outlined in Appendix A. Several buildings of the original CMD are also located east of Ashland Avenue between 35th Street and Pershing Road, within the boundaries of PMD 8. Although many of the companies that once operated within the CMD have left the neighborhood, the district is home to a variety of businesses that range from commercial to manufacturing establishments. Some businesses manufacture household items and metal products, while others are food caterers and wholesale food distributors. Two educational institutions are also located within the boundaries of the CMD, the National Latino Education Institute and Horizon Science Academy. Many of the historic CMD buildings still stand empty. However, there is interest in revitalizing the district for innovative uses that are compatible with the changing nature of manufacturing in the 21st century.

Figure 8.2. The Central Manufacturing District housed big name companies like Wrigley, Goodyear, and Westinghouse.



Source: theatlantic.com

Figure 8.3. Historic Buildings of the former Central Manufacturing District along Pershing Road.



Source: www.c40reinventingcities.org/en/sites/pershing-road-buildings-1283.html

C40 Reinventing Cities Competition

The C40 Reinventing Cities Initiative is a global call for urban projects that transform underutilized sites into spaces that exemplify environmental sustainability and resiliency.⁴ In 2018, the City of Chicago offered a Pershing Road parcel, which includes two six story industrial buildings of McKinley Park's historic CMD, as a bid site for the competition. The city's participation in the C40 competition aims to enhance Chicago's southwest communities, particularly McKinley Park. Proposals for the site are encouraged to provide active uses and amenities that enhance Chicago's workforce, and contribute to property values and the local tax base. Currently, the Pershing Road buildings are zoned for light industrial uses (M2-3) and are located immediately to the north of an active manufacturing base, so the city will consider proposals that are compatible with the existing land use context. Since the Reinventing Cities competition focuses on projects that promote environmental sustainability, the winning proposal is expected to be a carbon-neutral project that enhances the site's resilience to flood events. As of September 2018, two teams have been selected to participate in the final phase of the competition, and will be submitting their proposals for the Pershing Road parcel.

Planned Manufacturing Districts (PMD)

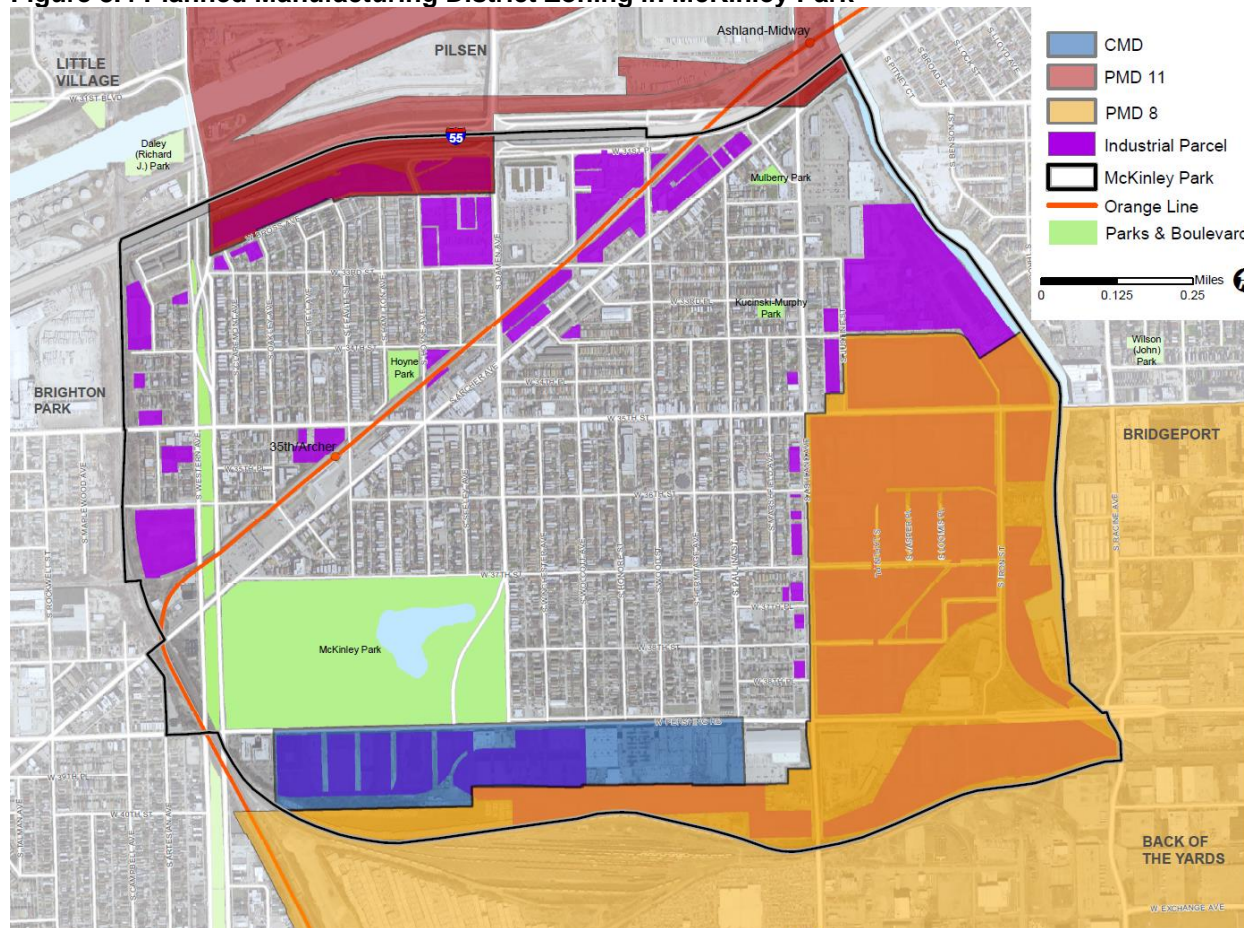
As seen in Figure 6.4, much of the eastern and southern portions of McKinley Park are located within a PMD. The Chicago Planning Commission first created PMDs in the late 1980's to protect concentrated industrial uses from residential and large scale retail development pressures. The PMD designation discourages the conversion of properties to non-industrial uses in order to promote growth and development of the city's industrial employment base. As of spring 2016, DPD has embarked on a multi-year industrial corridor modernization initiative, which incorporates community-based goals, market data, and infrastructure assessments.⁶ The goal of the initiative is to unleash the potential for advanced manufacturing and technology-oriented jobs in some areas, while maintaining traditional industrial activities in other areas.

One PMD with two subareas exist in McKinley Park, each with slightly different permitted uses. Much of the eastern and southern portions of the neighborhood are located in the Stockyards PMD (PMD 8 A and B) and the CMD, while smaller portions of the northern section of McKinley Park fall within the boundaries of the Pilsen PMD (PMD 11 A). Although the City of Chicago zoning code prioritizes industrial uses within a PMD, certain types of commercial and public or civic uses are permitted within McKinley Park's PMDs. Appendix A shows the uses that are permitted by right within each of the neighborhood's PMDs.

Aside from the permitted uses, certain uses within the PMD are designated as special uses, and must follow an established procedure to determine if the use will be compatible with the surrounding development patterns. A special use business needs to file an application with the Chicago Zoning Board of Appeals, then a Zoning Administrator reviews each proposal and makes a recommendation prior to the Board's public hearing. This case-by-case review examines the anticipated land use, site design, and operational impacts of the special use. Special uses within a PMD are subject to additional reviews that determine whether the use will have an effect on existing manufacturing activities, including land use conflicts and nuisance complaints. Following the public hearing, the Zoning Board of Appeals makes the final decision and the vote of three Board members is needed to approve a special use application. Some of the special uses within McKinley Park PMDs, which are subject to this review process, include parks and recreation, drive-through facilities, and gas stations.

⁶ https://www.cityofchicago.org/city/en/depts/dcd/supp_info/repositioning-chicago-s-industrial-corridors-for-today-s-economy.html

Figure 8.4 Planned Manufacturing District Zoning in McKinley Park



Source: Chicago Metropolitan Agency for Planning, 2018.

Existing Uses within the PMD

McKinley Park's PMDs are home to a variety of businesses that foster the neighborhood's industrial base. Businesses ranging from furniture and aluminum manufacturers to warehousing and distribution companies operate within McKinley Park, and benefit from the neighborhood's immediate access to a robust transportation network. Companies like T2 Cabinets, Crystal Windows and Doors Corp, and 555 International Inc. manufacture interior design products for residential and commercial clients. Other businesses such as Trejo's Iron Works Inc. and Industrial Maintenance Welding, manufacture iron products and provide welding services. Aside from manufacturing, many of the businesses within the PMD's are food wholesalers and distributors. Companies such as Eagle Products Inc. and Mexicali Food Products Inc. provide wholesale distribution of food, and operate alongside big name companies, like Pepsi.

A notable business within McKinley Park's PMD is 36Squared. The business is located within a 186,000 sq. ft. industrial building and features a business incubator, as well as mixed-use spaces available for rent to potential tenants. Current tenants that occupy the building include artists, architects, as well as technology companies. The 36Squared business incubator is a nonprofit that offers onsite training classes for Chicagoland entrepreneurs that want to grow their businesses. Networking event and training opportunities offered by the incubator are free and cover a variety of topics, such as marketing,

grants, and small business loans. Businesses located in McKinley Park can benefit from convenient access to training and networking opportunities hosted by the 36Squared Business Incubator. Aside from 36Squared, several other businesses are bringing innovative uses to McKinley Park's PMD. One of these establishments is Marz Community Brewing Company, which has been operating within the PMD since early 2018. The establishment not only offers craft-brewed beers, but also provides a place for community members to come together. Another business that shifts away from traditional manufacturing uses within the PMD is the ComEd training facility, which opened in 2016. The facility provides economic and community benefits, while meeting the need to train current and future workers on managing the electricity delivery system. ComEd estimates that approximately 4,000 employees will receive training at the facility annually, and the company is working with After School Matters to develop a program that exposes Chicago high school students to skills needed for work in the construction trades.

Other Industrial Uses

Aside from industrial parcels within the designated PMDs and CMD, other industrial parcels exist throughout McKinley Park. As seen in Figure 6.4, most of these parcels are located away from residential areas and along the neighborhood's major arterials including Ashland Ave, Archer Ave, as well as Western Ave. Moreover, many parcels are located in close proximity to the I-55 interstate, which offers good highway access for the businesses located there. Taking advantage of the close proximity to the neighborhood's transportation network, the majority of establishments located in these areas are logistics and auto-oriented businesses. These industrial parcels could become areas where certain types of industrial uses can be concentrated, leaving the CMD open for innovative uses that can spur the community's economic development without negative the negative impact from truck traffic.

Historic Preservation

Two districts in McKinley Park are included in the National Register of Historic Places. The Original East District is bounded by Ashland Avenue to the west, the Chicago River to the east, 35th Street to the north, and Pershing Road to the south.⁷ The district encompasses many of the buildings within the current PMD 8. Historic buildings within the CMD, which stretches along the southern border of the study area, are included in the Pershing Road District.⁸

Both historic districts offer various financial incentives for rehabilitation of designated buildings, including a 20% federal and 25% state rehabilitation tax credit.^{9,10} Additionally if a commercial or industrial building is a City of Chicago landmark, incentives for rehabilitation include a 12- year property tax reduction, permit fee waivers, as well as facade rebate programs.¹¹

⁷ Original East District, <http://gis.hpa.state.il.us/pdfs/803085.pdf>

⁸ Pershing Road District, <http://gis.hpa.state.il.us/pdfs/803074.pdf>

⁹ Federal Historic Tax Credit, <https://www.nps.gov/tps/tax-incentives.htm>

¹⁰ State Historic Tax Credit, <https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/taxassistance/Pages/HistoricPreservationPA.aspx>

¹¹ City of Chicago Landmarking Incentives, https://www.chicago.gov/dam/city/depts/zlup/Historic_Preservation/Publications/Incentives_Flyer.pdf

Environmental Justice

Another top concern for McKinley Park residents is the impact of industrial uses on the neighborhood's air quality. McKinley Park's industrial businesses include wholesale distributors and an asphalt plant, which utilize trucks for transportation. Community members are concerned that heavy truck traffic through the neighborhood may have a negative impact on air quality and health of the residents. As a result, a resident-led initiative called Neighbors for Environmental Justice Campaign was recently formed to address air pollution impacts resulting from the neighborhood's truck traffic and industrial uses. The group raised funds to install several real-time air quality monitors, so that residents can be more informed about air quality in McKinley Park. Through the outreach process, McKinley Park residents indicated that the preservation of green space is an important component of improving air quality in their neighborhood.

Section 9. Opportunity: River, Parks, and Open Space

McKinley Park is home to many natural features, including park space, the South Fork of the Chicago River, and many community led beautification initiatives. Residents of McKinley Park are passionate about maintaining their neighborhood's natural resources and enhancing recreational opportunities for their community. This section outlines the existing conditions of the neighborhood's natural features, and provides information on several active environmental groups in McKinley Park.

Key Findings

- McKinley Park residents and visitors enjoy open space. The neighborhood's largest park, McKinley Park, constitutes 95 percent of the open space inventory and is one of the community's greatest assets. The park offers passive and active recreational opportunities, a space for community events, and trails for walking and biking. Promotion of these resources will not only improve the health and vitality of the community, it can also lead to expanded ecotourism and sustainable economic development.
- The presence of the South Branch of the Chicago River along the Eastern border of the study area could be better utilized. Engagement efforts with the community have found a strong desire to build better connections between the riverfront and the neighborhood through improved amenities.
- Community gardens and the successful McKinley Park Farmers' Market are important components of the community's sustainability vision. According to stakeholder interviews, there is a desire to continue the delivery of community programs to improve the overall health of residents.
- A number of programming activities in the neighborhood provide for an active and cohesive community. However, many of these are programs are run by community volunteers. Identifying opportunities to support and enhance educational and recreational opportunities for residents and visitors of all ages will be a strong component in the plan.

Chicago River

Although the South Fork of the Chicago River (Bubbly Creek), borders the eastern portion of McKinley Park, there is no direct river access point within the neighborhood. Moreover, the waterway faces environmental challenges, which hinder recreational opportunities. Because of this, community members have identified the Chicago River as an underutilized asset. Historically, animal waste from nearby meatpacking industries contributed to Bubbly Creek's environmental degradation. Today, combined sewer overflows (CSOs) are the main source of Bubbly Creek's pollution. Large storm events often overwhelm the city's wastewater system, and CSO waste is discharged directly into the Chicago River. The recently completed McCook Reservoir project is one initiative that aims to reduce sewer overflows in Chicago's waterways. The project is a key component of the Metropolitan Water Reclamation District's Tunnel and Reservoir Plan, and provides 3.5 billion gallons of storage capacity to capture flood water and waste from combined sewer overflows. With the increased capacity of the

McCook Reservoir, CSO pollution of Bubbly Creek can be significantly reduced, making ecosystem restoration possible. In October 2018, the U.S. Congress passed a bill called the America's Water Infrastructure Act, which includes a restoration project of Bubbly Creek. This requires the U.S. Army Corps of Engineers to enter into an agreement with the U.S. Environmental Protection Agency to facilitate Bubbly Creek ecosystem restoration. The restoration activities would address problems such as stream channelization, poor quality sediment that supports invasive species, lack of riparian habitat, and lack of diverse aquatic life.

Remediation of Bubbly Creek is an important component of improving recreational opportunities and connecting McKinley Park residents to the waterway. Currently the Eleanor Boathouse, located in neighboring Bridgeport, is the nearest access point for utilizing the river. However, better access to the South Fork of the Chicago River is proposed in the citywide Our Great Rivers initiative, a unifying and forward-looking vision for all three of Chicago's rivers.

Great Rivers Chicago

Led by the Metropolitan Planning Council, the City of Chicago, Friends of the Chicago River, and CMAP, Great Rivers Chicago is an initiative to create a vision for the Chicago, Calumet, and Des Plaines Rivers. The initiative recommends actions for the public and government to take in order to make the rivers inviting, productive, and living by 2040. Several goals to achieve the vision focus on improving the water quality of the rivers to make them swimmable, litter- and odor-free, and habitable for plants and wildlife. Recommended actions include providing real-time water quality monitoring, developing operations plans, and making capital investments to ensure safe water quality.

One of the proposals of Our Great Rivers¹² is a mixed-use development on a vacant parcel at the mouth of Bubbly Creek that would improve access to the river for McKinley Park residents. The proposed development would feature housing, retail, and riverfront recreational opportunities that could create a riverfront destination and transit hub. The proposal includes a pedestrian connection to the Ashland CTA Orange Line station, as well as the Ashland Ave and 31st St buses. Moreover, a water taxi stop would connect the development to the Canal Origins Park and the Eleanor Boathouse via a pedestrian bridge over Bubbly Creek.

¹² <http://greatriverschicago.com/action.html#ashland>

Figure 9.1 Rendering of proposed mixed-use development at Bubbly Creek



Source: greatriverschicago.com

Parks and Open Space

The neighborhood's residents enjoy access to 72.5 acres of open space, the majority of which is McKinley Park. The remaining 3.2 acres of open space are made up of smaller neighborhood parks, including Hoyne Park, Kucinski-Murphy Park, and Mulberry Playlot Park. Open space makes up approximately 8 percent of total land use in McKinley Park, compared to 7 percent in the City of Chicago, 13 percent in Cook County, and 12.5 percent within the CMAP region. Residents have access to approximately 2.6 acres of open space per 1,000 people, which meets the regional standards for park accessibility.

Table 9.1. Park Acreage by Type in McKinley Park

Name	Park Type	Acres
McKinley Park	Regional Park	69.3
Hoyne Park	Neighborhood Park	2.0
Kucinski-Murphy Park	Neighborhood Park	0.7
Mulberry Playlot Park	Neighborhood Park	0.6
TOTAL		72.5

Data Source: Chicago Park District Park Locations, 2016.

McKinley Park

As seen in Table 9.1, McKinley Park is the largest of four parks in the community, and is considered one of the greatest neighborhood assets. The park opened in 1902 as recreational grounds for the often noisy and overcrowded neighborhoods near the Union Stockyards. Today, McKinley Park offers various leisure opportunities and is the center of recreational activities in the neighborhood. The park features many sports facilities including two gymnasiums, basketball and tennis courts, soccer and baseball fields, an outdoor pool, a gymnastics center, as well as an ice-skating rink in the winter months. A playground, a lagoon with a fishing area, and a natural area with paths and trails are also located within the park. In addition to recreational opportunities, McKinley Park hosts a variety of events such as after school programs, a youth summer camp, Midnight Circus, the McKinley Park Farmers Market, and Movies in the Park. Because McKinley Park offers ample recreational opportunities, the park attracts visitors from outside of the neighborhood.

McKinley Park Advisory Council

The McKinley Park Advisory Council plays an important role in developing the park's recreational opportunities and events. The park advisory council is a voluntary group that meets once a month to promote ways that the community can better utilize the park's facilities and programs. The group communicates with the Chicago Park District on matters related to the park, increases community awareness of Chicago Park District projects, and secures funding to enhance park facilities. A notable initiative of the advisory council is the development of a dog park in collaboration with the Chicago Park District. The group is raising funds to cover the cost of the project, which once completed, will be the first dog park on Chicago's South side. Recently, the park advisory council and MPDC successfully won a \$5,000 award from the Chicago Community Trust to fund park and community programs.¹³ This notable initiative stems from a desire to enhance communication and a sense of community within the neighborhood, through beautifying the park's old bathhouse with a community mural and providing Spanish and Chinese translation services at key community meetings.

¹³¹³ <https://mckinleypark.news/news/318-advisory-development-councils-land-5k-grant-for-mckinley-park-programs>

Figure 9.3 McKinley Park's Lagoon Overlooks the Adjacent Central Manufacturing District



Source: Chicago.curbed.com

Hoyne Park

Another frequently used neighborhood park is Hoyne Park, located near the intersection of 35th Street and Archer Avenue. The park features a playground and a variety of sports facilities; however, several residents have identified maintenance of the park as an issue. The Omega Delta Baseball and Softball League heavily uses the park's sports facilities during baseball season, but the park is currently staffed by seasonal workers and does not have a full time park supervisor. The league is a non-profit organization, staffed by all-volunteer coaches and administrators, dedicated to the enrichment of the neighborhood's youth through recreational activities. Volunteers from the league are working with the resident-led Hoyne Park Advisory Council to address the park's maintenance issues.

Figure 9.4 Hoyne Park sports facilities and playground



Source: chicagoparkdistrict.com

Kucinski-Murphy Park and Mulberry Playlot Park

Although smaller in size, Kucinski-Murphy Park and Mulberry Playlot Park also provide the neighborhood's residents with access to open space. These parks do not have any structured programming, but have playgrounds and water features that are utilized by the McKinley Park community. The boulevard along Western Avenue could also become part of the neighborhood's open space network, with some improvements. Many community members expressed a desire to beautify the boulevard and identified it as an opportunity for bike lanes and other bicycle infrastructure improvements.

Figure 9.5 Mulberry Playlot Park



Source: Chicago Park District

Programming and Recreational Activities

Numerous community-led beautification initiatives exist throughout McKinley Park, as community members are passionate about protecting and maintain the natural resources of their neighborhood. The McKinley Park Advisory Council organizes stewardship days, which offer volunteers an opportunity to beautify McKinley Park through activities like trail maintenance, controlling invasive species and planting new species throughout the park. One of the neighborhood's newest initiatives is the McKinley Community Play Garden, conveniently located behind the public library. The play garden was created in collaboration with Neighbor Space, and offers a community gathering area with nature-focused play for children. Another initiative is the 24-plot community garden on the northeast corner of the McKinley Park grounds, which offers a place for neighborhood gardeners to come together and turn the plots into a productive landscape. A Farmers Market, sponsored by the McKinley Park Advisory Council, also takes place on the McKinley Park grounds from June to September. The market creates an alternative marketplace by providing residents with access to fresh produce, in order to enhance the neighborhood's quality of life.

Aside from initiatives that focus on bringing community members together, several projects also have a potential impact on stormwater management. One of these projects is the recent five-acre expansion of the McKinley Park lagoon native plant area. This area provides , which provides a habitat for birds and pollinators, helps retain and filter stormwater with deep-rooted native plants, and improves air quality by sequestering carbon emissions.

Figure 9.6 McKinley Community Play Garden



Source: [site-design.com/projects/mckinley-park-nature-play/](https://www.site-design.com/projects/mckinley-park-nature-play/)

Section 10. Issue: Stormwater

The following section synthesizes and summarizes data sources and information collected to assess air quality and flooding in McKinley Park and identifies opportunities to support resilience in the neighborhood.

Key Findings

- Data shows that street flooding poses a substantial risk to properties in the community, particularly north and south of 35th Street. Sources of impairment include a low-lying topography, changing climate, impervious surfaces, and aging sewer infrastructure. Strategies to integrate and promote stormwater management practices will be recommended in the neighborhood plan.
- Of the 169 zip codes that intersect Cook County, zip codes 60608 and 60609 combined had more flood insurance claims than 121 zip codes and claims payout, 2007-2011. The plan will explore ways to achieving resilience, which require making infrastructure, natural systems, and social structures more durable.

History of Flooding in McKinley Park

Flooding in McKinley Park is not a new problem and dates to the community's early settlements in the 1850s. Before incorporation, the area near the Illinois and Michigan Canal was purchased and drained by early settlers. Swampy areas near Archer, Ashland, and 35th Street, once known as Mt. Pleasant and nearby Ducktown, were prone to flooding causing residents to build their homes on stilts to avoid it. Figure 10.1 illustrates an example of raised streets in older Chicago neighborhoods as a solution to stormwater management.¹⁴

The United States Department of the Interior Geological Survey further describes unprecedented flood damage in the South Branch of the Chicago River in 1954.¹⁵ This event likely impacted communities located at the River's confluence, including McKinley Park. To alleviate flooding, the Sanitary District of Chicago opened the lock gates at the river to allow discharge to Lake Michigan.

¹⁴ Chicago Gang History, <https://chicagoganghistory.com/neighborhood/mckinley-park/> (accessed 10/9/2018)

¹⁵ United States Department of the Interior Geological Survey (1955). *Floods of October 1954 in the Chicago Area Illinois and Indiana*, 6-8.

Figure 10.1. Residential Efforts to Mitigate Flooding



Photo Credit: Shawn Ursini, Curbed Chicago,
<https://chicago.curbed.com/2016/4/12/11411496/a-tour-of-mckinley-park>

Flood Risk

The scope and severity of flooding in McKinley Park is well documented. This section summarizes an analysis of regional flood susceptibility data, documented non-emergency flood incident reported calls, and flood damage insurance claims to identify community flood risk.

Regional Flood Susceptibility Index

A key component of flood management is evaluating the vulnerability of flood-prone areas. CMAP developed a flood susceptibility index to identify priority areas across the Chicago region for flood mitigation activities.¹⁶ The Urban Flood Susceptibility Index compares known flood locations to characteristics of the build environment such as impervious cover, topography, combined sewer systems, and the age of buildings to determine whether an area is more or less susceptible to experience urban flooding. Developed areas of the region received a score from 1 (low) to 10 (high).

McKinley Park received a high urban flood susceptibility score due to its location within the City of Chicago's combined sewer system, the old age of development, and high impervious cover. This presents an opportunity to implement land use interventions, such as green infrastructure practices (e.g., bioswales, complete streets, etc.) in priority areas; community programs and policies (e.g., ordinance updates, education and engagement); and, capital planning to address community flooding.

Non-Emergency Calls

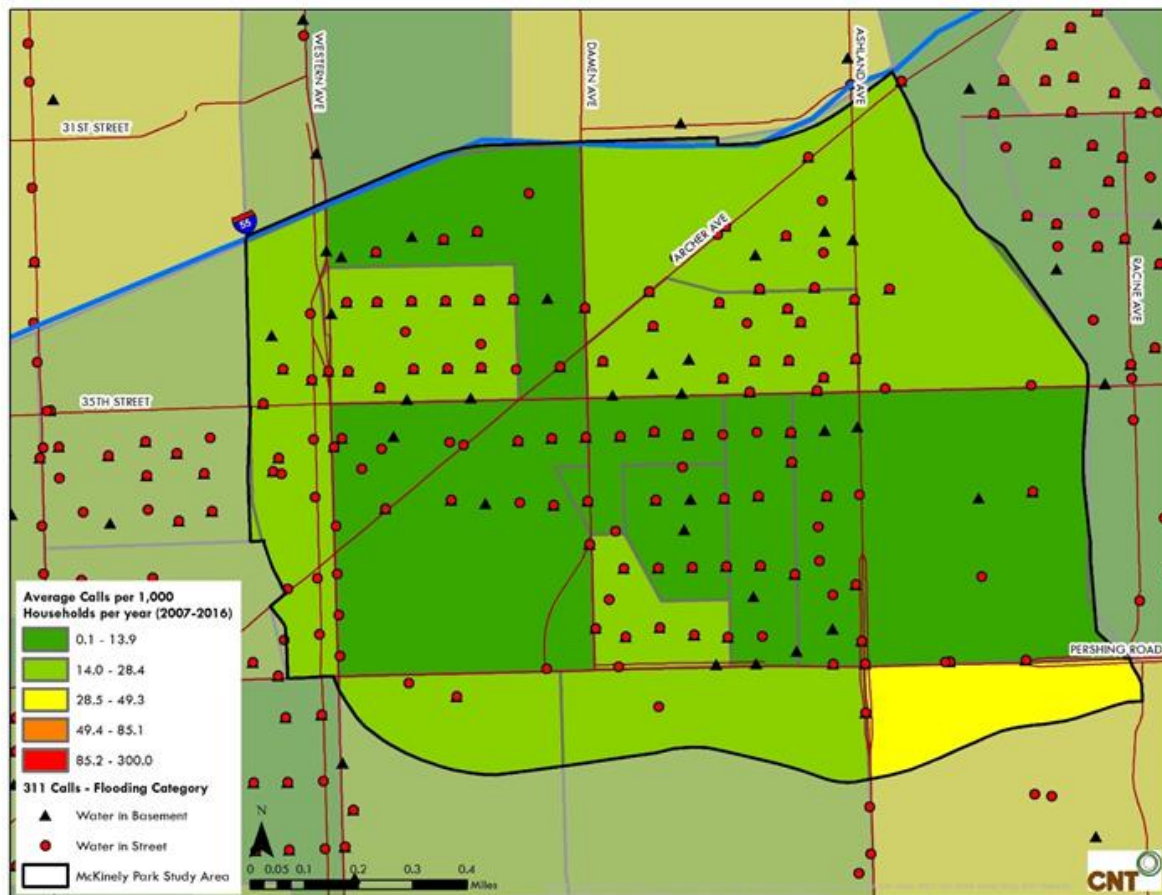
From 2007 to 2016 residents reported flood incidents across the neighborhood. Of the non-emergency calls made by residents, street flooding was widely reported (Figure 10.2), basement flooding less so.¹⁷

¹⁶ Chicago Metropolitan Agency for Planning, Regional [Flood Susceptibility Index](#). 2018

¹⁷ 311 Calls are non-emergency calls Chicago residents make to the City of Chicago to report neighborhood issues, including flooding and receive a response. 311 non-emergency calls may not completely describe the extent of flooding in McKinley Park since reporting varies Citywide.

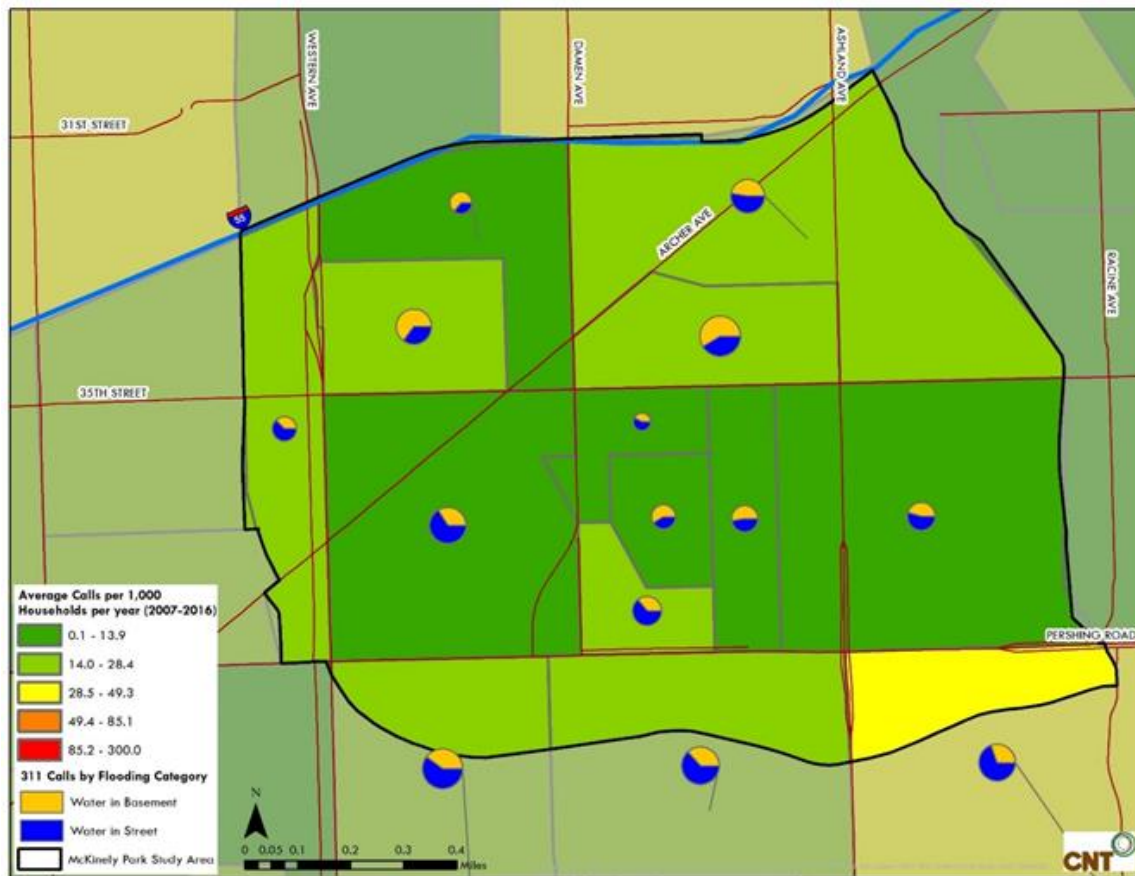
Figure 10.4 represents the ratio of basement flooding versus street flooding reported by residents, with basement flooding more widely reported north of 35th Street, south of I-55, between Western and Ashland Avenues. Residents also reported yard ponding when interviewed during this planning process. It should be noted that 311 reporting varies across the city and should not be the only factor considered to describe the complete problem in a community.

Figure 10.2 Frequency and Types of Flooding Reported in McKinley Park, 311 Calls 2007-2016



Source: Center for Neighborhood Technology, 2018.

Figure 10.3 Ratio of the Types of Flooding Reported in McKinley Park, 311 Calls 2007-2016



Source: Center for Neighborhood Technology, 2018.

Cost and Prevalence of Urban Flooding

The cost and prevalence of flooding in residential homes is well documented. CNT's analysis of flood damage payouts from private insurance companies and federal disaster relief funds found that McKinley Park zip codes 60608 and 60609 had more than \$10 million in damage payouts from 2,904 claims occurring between 2007-2011.¹⁸ McKinley Park's zip code 60608 was ranked 64th among all 169 Cook County zip codes, in the number of claims and the total value of damages paid to residents. Zip code 60608 had more claims than 121 of the 169 zip codes.

Beyond the direct costs of property damage from flooding (carpets, furniture, and heating units) there are less direct costs. Residents may lose valuable memorabilia. Flooding creates health and safety risks to children, seniors, and animals. Street flooding can damage parked cars and prevent residents from traveling.

¹⁸ *The Prevalence and Cost of Urban Flooding*, Center for Neighborhood Technology 2013, https://www.cnt.org/sites/default/files/publications/CNT_PrevalenceAndCostOfUrbanFlooding2014.pdf

Causes and Impacts of Flooding

In McKinley Park, factors that contribute to urban flooding are familiar to much of the Chicago region: a low-lying topography, a changing climate, development and associated impervious surfaces, and aging sewer infrastructure.

Sewer Infrastructure

McKinley Park is served by the City of Chicago's sewer system, which was created in 1856.¹⁹ However, many of these sewers were deemed "barely sufficient to drain small areas."²⁰ McKinley Park, like much of Chicago, has a combined sewer system that merges stormwater with household sanitary waste. When stormwater overwhelms the sewer system, flooding occurs.

Sewer system infrastructure in McKinley Park requires regular cleaning and repair. The City of Chicago spends \$50 million annually to maintain 4,400 miles of sewer lines.²¹ The city also supports "green" infrastructure, an approach that incorporates vegetation and other natural elements to manage stormwater and reduce the burden on the sewer system. Chicago's Cermak/Blue Island Sustainable Streetscape project in Chicago's Pilsen neighborhood is an example of an innovative green infrastructure approach. The \$18 million project includes permeable surfaces, energy efficient street lights, solar panels on lampposts, and a 5.5. wide permeable paved bike lane to capture stormwater.²²

Changing Climate

Recent years have been defined by a marked increase in precipitation, particularly the high-intensity, short-duration storms associated with global climate change. The National Climate Assessment (NCA) climate models project an increase in the frequency and intensity of major storms by the middle of the century. Figure 11.5 illustrates modeled precipitation patterns from 2041-2070 relative to observed precipitation from 1971-2000 across the Midwest. The top left and right maps illustrate increases in average and heavy precipitation. The bottom left, and right maps illustrate projected increases in rainfall intensity as well as drought.

¹⁹ Combined Sewers, City of Chicago website.

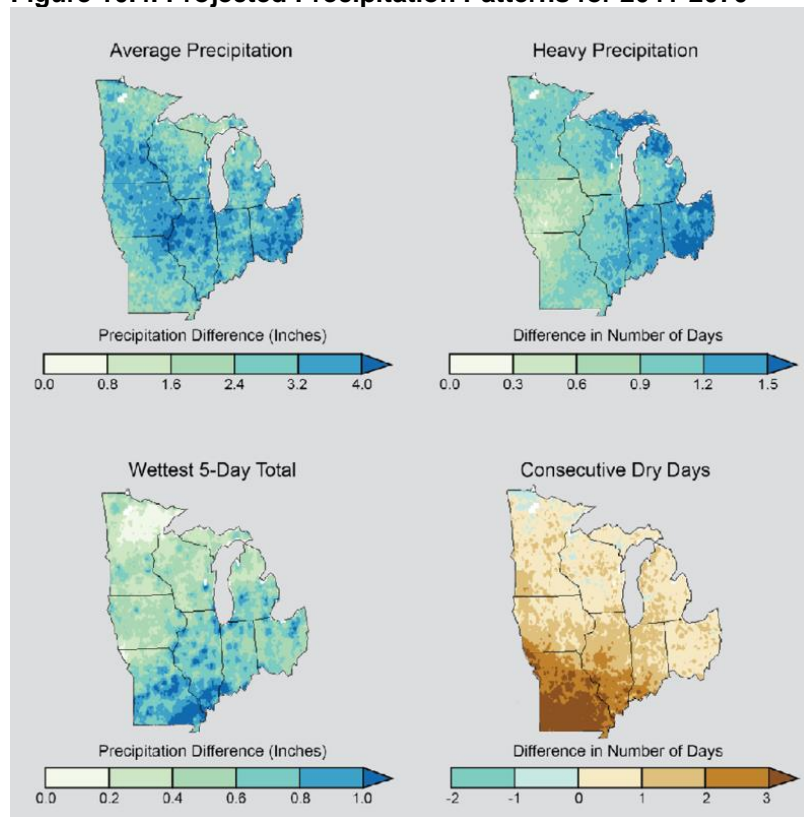
https://www.cityofchicago.org/city/en/depts/bldgs/supp_info/combined_sewers.html (accessed 10-24-18)

²⁰ Journal of Western Society of Engineers, Vol VII, October 1902. No. 5, CLII. Notes on Designing Chicago Sewers. By C.D. Hill, M., W.S.E. Presented June 4, 1902.

²¹ City of Chicago. https://www.cityofchicago.org/city/en/depts/bldgs/supp_info/combined_sewers.html (accessed 10/24/18)

²² Huff Post, Chicago Industrial Corridor Turning Into Innovative "Green Street"
https://www.huffingtonpost.com/2011/04/14/chicago-industrial-corridor_849403.html (accessed 12/14/2018)

Figure 10.4. Projected Precipitation Patterns for 2041-2070



Source: NOAA, 2016

According to the National Oceanic Atmospheric Administration, this prediction is already occurring. This increase in precipitation directly correlates to the inability of existing combined sewer infrastructure to handle the increased stormwater flow.

The climate is changing, and McKinley Park residents are experiencing a “new norm” in weather patterns. According to the Illinois State Climatologist,²³ since 2008, the Chicago region, including the McKinley Park, has experienced four storms in six years exceeding rainfall amounts of a “10-year storm.” This type of storm typically brings 4.96 inches of rain over a 2-year period and characteristically occurs once every ten years. On July 22-23, 2011, Chicago experienced a “100-year storm” bringing a total of 8.41 inches of rainfall, the largest single day of rainfall since 1871.²⁴ On April 17-18, 2013, Chicago experienced a “10-year storm,” with 5.5 inches of rainfall.

²³ Illinois State Water Survey, <https://www.isws.illinois.edu/statecli/2008/events2008.htm>

²⁴ City of Chicago Green Stormwater Infrastructure Strategy, <https://www.cityofchicago.org/content/dam/city/progs/env/ChicagoGreenStormwaterInfrastructureStrategy.pdf>

Low-Lying Topography

The McKinley Park neighborhood is located at a confluence in the South Branch of the Chicago River. The South Fork of the South Branch of the Chicago River, nicknamed “Bubbly Creek” sits at approximately 580 feet above sea level. Portions of McKinley Park, including Bubbly Creek and the western and eastern portions of the neighborhood, lie at the lowest topographical points of neighborhoods surrounding McKinley Park. Properties at a lower elevation often attributes to a higher flood risk. This, coupled with high impervious cover, presents fewer opportunities to store and infiltrate stormwater.

Development and Impervious Surface

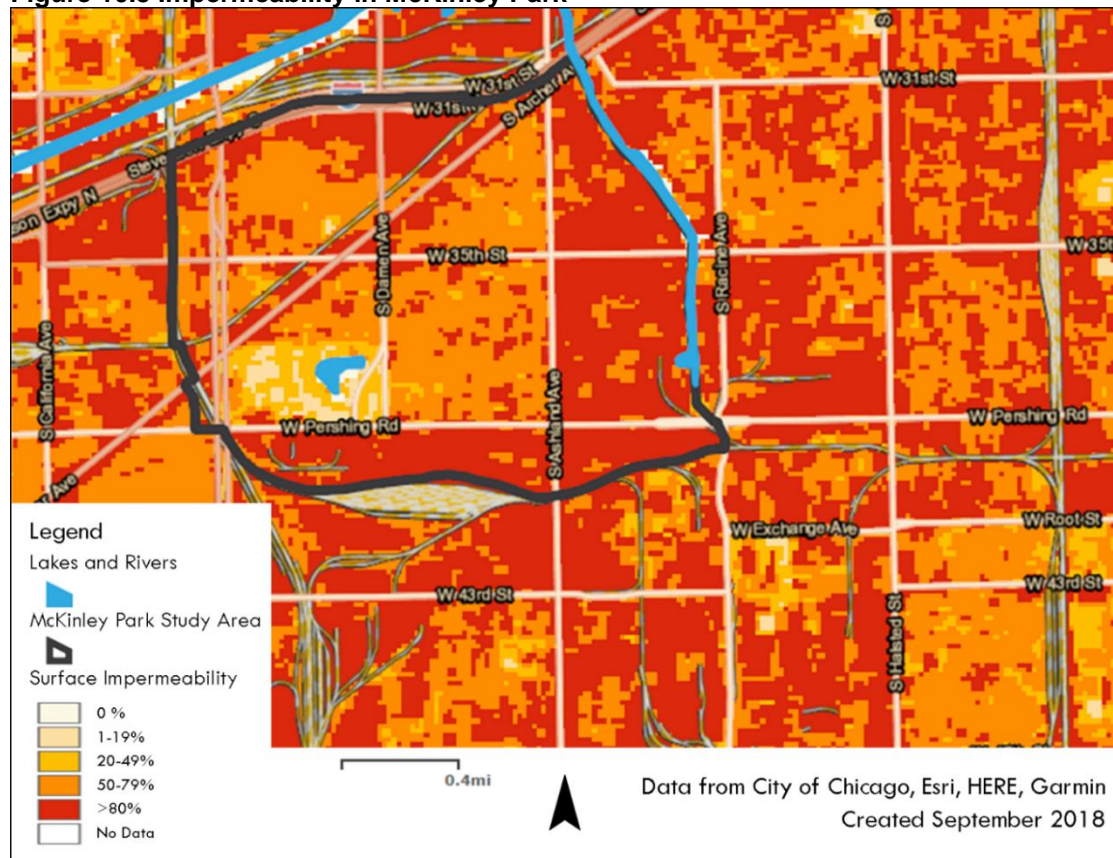
Figure 10.5 characterizes impervious surfaces in McKinley Park. The areas in red are developed with over 80% impervious cover and majority are located in industrial uses. As increased precipitation falls on the community, impervious surfaces will generate more stormwater runoff, which pools in yards, overflows streets and backups in basements.

Even small storms can generate a large amount of stormwater. For example, a storm that drops one inch of rainfall on an acre of impervious surface (e.g., a parking lot) would generate 27,154 gallons of stormwater. This is enough runoff to fill over eight backyard swimming pools (at 12 feet round and 48” deep). Figure 10.6 illustrates the amount of runoff in million gallons per neighborhood block based on increasing rainfall amount. If the combined sewer system in McKinley Park is not able to handle this runoff, it could overflow into streets, yards, and basements. Areas with the highest runoff include land along the Archer Avenue commercial corridor and industrial areas in the community.

Just as problematic as the volume of stormwater runoff, are the pollutants this runoff collects as it flows across an urban landscape. Urban surfaces are littered with sediments, debris, oils, road salts, and toxic chemicals. When stormwater runoff transports these pollutants into streams and other waterways, they can degrade aquatic habitats and contaminate water supplies.²⁵

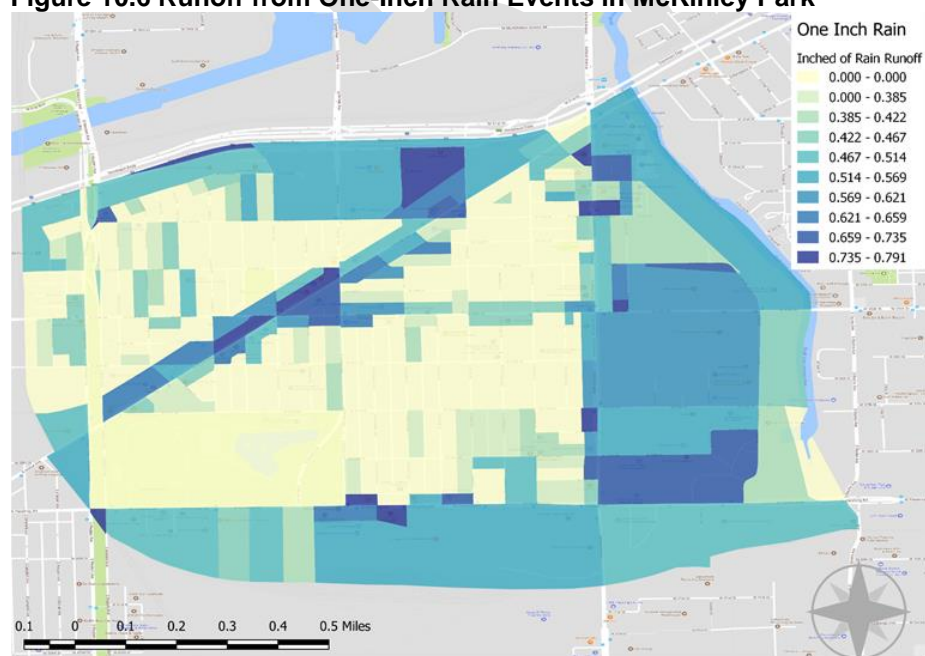
²⁵ American Rivers, <https://www.americanrivers.org/threats-solutions/clean-water/stormwater-runoff/> (accessed 10/24/18)

Figure 10.5 Impermeability in McKinley Park



Source: CNT

Figure 10.6 Runoff from One-Inch Rain Events in McKinley Park



Source: Center for Neighborhood Technology, 2018.

Existing Stormwater Regulatory Framework and Initiatives

The City of Chicago offers both a regulatory framework and initiatives that are available to McKinley Park residents experiencing flooding. Many of these are pioneering the use of green infrastructure approaches and have gained national attention. While wide-ranging and often impressive, several of the programs are only partially operational due to funding constraints. A list summarizing the framework and initiatives is identified in Appendix B. If adequately resourced and coordinated, they provide a foundation for addressing urban flooding in McKinley Park.

Appendix A. Permitted Uses by Type of Manufacturing District

Table B.1. Permitted Uses by Planned Manufacturing District

Permitted Use - Public and Civic	PMD 8 A	PMD 8 B	PMD 11 A
Day Care		X	
Postal Service	X	X	
Public Safety Services	X	X	
Utilities and Services, Minor	X	X	
Utilities and Services, Major			X
Permitted Use - Commercial			
Shelters / Boarding Kennels	X	X	X
Artist Work Space	X	X	X
Building Maintenance Services	X	X	X
Copying and Reproduction	X	X	X
Business/Trade school	X	X	X
Day Labor Employment Agency		X	
Employment Agencies	X	X	X
Urban Farm (Indoor Operation)	X	X	X
Urban Farm (Rooftop Operation)	X	X	X
Communication Service Establishments	X	X	X
Building Material Sales	X	X	X
Contractor/Construction Storage Yard	X	X	X
Restaurant, Limited	X		X
Restaurant, General	X		X
Tavern			X
Permitted Use - Commercial			
Medium Venue			X
Industrial Private Event Venue (including incidental liquor sales)	X	X	X
Financial Services (except as more specifically regulated)	X	X	X
Food and Beverage Retail Sales	X	X	X
Medical Service	X	X	X
Office (except as more specifically regulated)	X	X	X
Electronic Data Storage Center	X	X	X
Parking, Non-Accessory		X	X
Personal Service	X		X
Repair or Laundry Service, Consumer	X	X	X
Residential Storage Warehouse	X	X	

Retail Sales, General			X
Car Wash or Cleaning Service		X	
Heavy Equipment Sales/Rental	X		X
Light Equipment Sales/Rental		X	X
Motor Vehicle Repair Shop, not including body work, painting or commercial vehicle repair		X	X
Motor Vehicle Repair Shop, may include body work, painting or commercial vehicle repair	X		X
Vehicle Storage and Towing			X
RVs or Boat Storage			X
Permitted Use - Industrial			
Manufacturing, Production and Industrial Service (Artisan)	X	X	X
Manufacturing, Production and Industrial Service (Limited)	X	X	X
Manufacturing, Production and Industrial Service (General)	X	X	X
Manufacturing, Production and Industrial Service (Intensive)	X		X
Recycling Facilities (Class I)	X	X	X
Recycling Facilities (Class II)	X	X	X
Warehouse and Freight Movement	X	X	X
Container Storage			X
Freight Terminal			X
Outdoor Storage or Raw Materials as a Principal Use			X
Permitted Use - Other			
Signs, Advertising (Billboards)	X		
Wireless Communication Facilities (Co-located)	X	X	X
Wireless Communication Facilities (Towers)	X	X	X

Source: City of Chicago Zoning Code

Table B.2. Permitted Uses in Central Manufacturing District by Zone

Permitted Use - Residential	RT-4	C1-3	M1-1	M2-3
Detached House	X			
Elderly Housing	X			
Two-Flat	X			
Townhouse	X			
Multi-Unit (3+ units)	X			
Single-Room Occupancy	X			
Assist. Living (Elderly Custodial Care)	X	X		
Convents and Monasteries	X			
Community Home, Family	X	X		
Community Home, Group	X			
Domestic Violence Residence, Family	X	X		
Domestic Violence Residence, Group	X			
Artist Live/Work Space located above the ground floor		X		
Dwelling Units located above the ground floor		X		
Permitted Use - Public and Civic				
Colleges and Universities	X	X		
Cultural Exhibits and Libraries	X	X		
Day Care	X	X	X	X
Hospital	X	X		
Parks and Recreation	X	X	X	X
Community Garden	X	X		
Postal Service		X	X	X
Public Safety Services		X	X	X
Fire Station	X			
Religious Assembly	X			
School	X			
Utilities and Services, Minor	X	X	X	X
Permitted Use - Commercial				
Animal Shelter/Boarding Kennel		X	X	X
Animal Sales and Grooming		X		
Veterinary		X	X	X
Stables			X	X
Artist Work or Sales Space		X		
Body Art Services		X		
Building Maintenance Services		X	X	X
Business Equipment Sales and Service		X		
Business Support Services		X		
Copying and Reproduction			X	X
Permitted Use - Commercial				

Business/Trade school			X	X
Day Labor Employment Agency			X	X
Employment Agencies		X	X	X
Urban Farm (Indoor)		X	X	X
Urban Farm (Outdoor)		X		X
Urban Farm (Rooftop)		X	X	X
Communication Service Establishments			X	X
Building Material Sales		X		X
Contractor/Construction Storage Yard		X		X
Restaurant (Limited, General)		X	X	X
Tavern		X	X	X
Outdoor patio		X		
Indoor Special Event including incidental liquor sales		X	X	X
Venue (Small, Medium)		X		
Industrial Special Event			X	
Industrial Private Event			X	X
Banquet or Meeting Halls		X		
Banks/Credit Unions/Currency Exchanges/Loan Associations		X		
Food and Beverage Retail		X	X	X
Liquor Store		X		
Medical Service		X	X	
Office		X	X	X
Electronic Data Storage Center		X	X	X
Parking, Non-Accessory		X		
Personal Service		X	X	X
Repair or Laundry Service, Consumer		X	X	X
Dry cleaning drop-off or pick-up		X		
Coin-operated laundromat		X		
Residential Storage Warehouse		X	X	X
Retail Sales, General		X	X	X
Sports and Recreation (Indoor)		X		
Amusement Arcades		X		
Children's Play Center		X		
Auto Supply/Accessory Sales		X		
Car Wash or Cleaning Service		X	X	X
Heavy Equipment Sales/Rental				X
Light Equipment Sales/Rental (Indoor, Outdoor)		X		X
Motor Vehicle Repair Shop		X	X	X
RV or Boat Storage				X
Vehicle Storage and Towing			X	X
Cemetery	X			

Permitted Use - Commercial				
Bed and Breakfast	X	X		
Vacation Rental	X	X		
Shared Housing Unit	X	X		
Foreign Consulates	X			
Philanthropic and Eleemosynary Institutions	X			
Co-located Wireless Communication Facilities	X			
Accessory Uses	X			
Permitted Use - Industrial				
Artisan Manufacturing		X	X	X
Limited Manufacturing		X	X	X
General			X	X
General (laundry/dry cleaning plant; maximum 2 employees)		X		
General (laundry or dry cleaning plant only)		X		
Recycling (Class I)			X	
Recycling (Class I and II)				X
Warehousing, Wholesaling, and Freight Movement		X	X	X
Freight Terminal				X
Permitted Use - Other				
Wireless Communication Facilities (Co-located)		X	X	X
Wireless Communication Facilities (Freestanding Towers)			X	X

Source: City of Chicago Zoning Code

Appendix B. Existing Stormwater Regulatory Framework and Initiatives

Table 10.1. Regulatory Framework and Program Initiatives to Address Flooding

Type	Initiative	Description	McKinley Park Status
Strategy	Green Stormwater Infrastructure Strategy	City of Chicago strategy to increase green infrastructure by investing \$50 million to green infrastructure projects.	Applied Citywide
Regulatory	Stormwater Management Ordinance and Manual	City of Chicago enacted ordinance to mitigate stormwater impacts for new and redevelopment ²⁶ . A set of development standards accompany this ordinance and include specifications for runoff control, volume control, and storage. ²⁷	Applied Citywide
	MWRD Watershed Management Ordinance	Provides requirements for stormwater management and reduction of infiltration/inflow to all tributary municipalities that discharge wastewater into MWRD facilities.	Applied Citywide
Programs	Green Roof Initiative	Chicago program awarding grants to residential or commercial projects to install a green roof. ²⁸	Two installed in McKinley Park covering 66,465 sf Location 1 Location 2
	Green Alleys Program	Program aimed to redesign city alleys for stormwater infiltration and storage using permeable pavement to capture stormwater.	Unknown
	Basement Flooding Partnership	Created to provide technical support to communities challenged with localized flooding. Managed by the City of Chicago Department of Water Management. ²⁹	Applied to McKinley Park
	Private Drain Repair	No cost repair service to homeowners who can prove they have broken tiles in lateral lines between the sidewalk and the main sewer line. Managed by the City of Chicago Department of Water Management. ³⁰	Applied to McKinley Park

²⁶ City of Chicago-Department of Water Management. 2016 Regulations for Sewer Construction and Stormwater Management. <https://www.cityofchicago.org/content/dam/city/depts/water/general/Engineering/SewerConstStormReq/2016StormwaterRegulations.pdf> (accessed December 14, 2018)

²⁷ City of Chicago. Stormwater Management Ordinance Manual. <https://www.cityofchicago.org/content/dam/city/depts/water/general/Engineering/SewerConstStormReq/2016StormwaterManual.pdf> (accessed December 14, 2018)

²⁸ City of Chicago. <https://inhabitat.com/chicago-green-roof-program/> (accessed October 17, 2018)

²⁹ City of Chicago Department of Water Management, Basement Flooding Partnership, https://www.cityofchicago.org/city/en/depts/water/supp_info/basement_floodingpartnership.html

³⁰ City of Chicago Department of Water Management, Private Drain Repair. https://www.cityofchicago.org/city/en/depts/water/provdrr/engineer/svcs/private_drain_program.html

	Space to Grow	Program aimed to transform Chicago schoolyards into vibrant green spaces while effectively managing stormwater. Led by Openlands and the Healthy Schools Campaign with funding from CPS, MWRD and Chicago DWM.	No schools part of the program ³¹
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Source: Center for Neighborhood Technology (CNT)

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³¹ Openlands. <https://www.spacetogrowchicago.org/about/school-profiles/> (accessed October 17, 2018)